

# NAComatic

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# GENERAL INFORMATION

This Airport/Facility Directory is a Civil Flight Information Publication published and distributed every eight weeks by the FAA Department of Transportation, National Aeronautical Navigation Services, Silver Spring, Maryland 20910. It is designed for use with Aeronautical Charts covering the conterminous United States, Puerto Rico and the Virgin Islands.

This directory contains all open to the public airports, seaplane bases and heliports, military facilities, and selected private use facilities specifically requested by the Department of Defense (DoD) for which a DoD Instrument Approach Procedure has been published in the U.S. Terminal Procedures Publication. Additionally, this directory contains communications data, navigational facilities and certain special notices and procedures.

Military data contained within this publication is provided by the National Geospatial-Intelligence Agency and is intended to provide reference data for military and/or joint civil/military airports. Not all military data contained in this publication is applicable to civil users.

## CORRECTIONS, COMMENTS, AND/OR PROCUREMENT

**CRITICAL** information such as equipment malfunction, abnormal field conditions, hazards to flight, etc., should be reported as soon as possible to the nearest FAA facility, either in person or by reverse charge telephone call.

**FOR AIRPORT SUPPLEMENT REVISIONS FORM VISIT WEB SITE:** <http://nfdc.faa.gov/portal/airportchanges.do>

FAA, Aeronautical Information Services, ATO-R, Rm. 626  
800 Independence Ave., SW  
Washington, DC 20591  
Telephone 1-866-295-8236  
Fax 202-267-5322  
Email 9-ATOR-HQ-AIS-AIRPORTCHANGES@FAA.GOV

NOTICE: Changes must be received by the Aeronautical Information Services as soon as possible but not later than the "cut-off" dates listed below to assure publication on the desired effective date.

Effective Date	Airport Information	Airspace Information*
	Cut-off date	Cut-off date
23 Sep 10	11 Aug 10	22 Jul 10
18 Nov 10	6 Oct 10	16 Sep 10
13 Jan 11	1 Dec 10	11 Nov 10
10 Mar 11	26 Jan 11	6 Jan 11
5 May 11	23 Mar 11	3 Mar 11
30 Jun 11	18 May 11	28 Apr 11

\*Including changes to preferred routes and graphic depictions on charts.

**FOR CHARTING ERRORS CONTACT:**

FAA, National Aeronautical Navigation Services  
SSMC-4 Sta. #4435  
1305 East West Highway  
Silver Spring, MD 20910-3281  
Telephone 1-800-626-3677  
Email 9-AMC-Aerochart@faa.gov

Frequently asked questions (FAQs) are answered on our website at <http://aeronav.faa.gov>.  
See the FAQs prior to contact via toll free number.

**FOR PROCUREMENT CONTACT:**

FAA, National Aeronautical Navigation Services  
REDIS/Distribution Team  
10201 Good Luck Road  
Glenn Dale, MD 20769-9700  
Online at <http://aeronav.faa.gov>  
Email 9-AMC-Chartsales@faa.gov  
Telephone 1-800-638-8972  
Fax 301-436-6829  
or any authorized chart agent.

**New or Changed Information**—To alert users of new information or changes to information from the previous issue, a vertical line will be portrayed in the outside margin and extending the full length of the new and/or revised data. This will not apply to the front cover or the airport/facility directory listing.

This Airport/Facility Directory comprises part of the following sections of the United States Aeronautical Information Publication (AIP): GEN, ENR and AD.



# GENERAL INFORMATION

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## ABBREVIATIONS

The following abbreviations/acronyms are those commonly used within this Directory. Other abbreviations/acronyms may be found in the Legend and are not duplicated below. The abbreviations presented are intended to represent grammatical variations of the basic form. (Example—"req" may mean "request", "requesting", "requested", or "requests").

AAF	Army Air Field	byd	beyond
AB	Airbase	C	Commercial Circuit (Telephone)
abv	above	CGAF	Coast Guard Air Facility
ACC	Air Combat Command; Area Control Center	CGAS	Coast Guard Air Station
acft	aircraft	CIV	Civil
ADCC	Air Defense Control Center	clsd	closed
AER	approach end rwy	comd	command
AFB	Air Force Base	CONUS	Continental United States
AFHP	Air Force Heliport	CSTMS	Customs
afld	airfield	ctc	contact
AFOD	US Army Flight Operations Detachment	ctl	control
AFRC	Armed Forces Reserve Center/Air Force Reserve Command	dalgt	daylight
AFSS	Automated Flight Service Station	Dec	December
AG	Agriculture	DIAP	DoD Instrument Approach Procedure
A-GEAR	Arresting Gear	DoD	Department of Defense
AGL	above ground level	DSN	Defense Switching Network (Telephone)
AHP	Army heliport	dsplcd	displaced
ALS	Approach Light System	durn	duration
alt	altitude	eff	effective
AMC	Air Mobility Command	emerg	emergency
ANGS	Air National Guard Station	EOR	End of Runway
apch	approach	ETA	Estimated Time of Arrival
Apr	April	ETD	Estimated Time of Departure
APU	Auxiliary Power Unit	exc	except
ARB	Air Reserve Base	extd	extend
arpt	airport	FBO	fixed-base operator
ARS	Air Reserve Station	Feb	February
AS	Air Station	fld	field
ASDE-X	Airport Surface Detection Equipment—Model X	FLIP	Flight Information Publication
ASU	Aircraft Starting Unit	flt	flight
ATC	Air Traffic Control	flw	follow
ATCT	Airport Traffic Control Tower	Fri	Friday
Aug	August	FSS	Flight Service Station
AUW	All Up Weight (gross weight)	GA	glide angle
avbl	available	GCA	Ground Controlled Approach
bcn	beacon	GS	glide slope
blo	below	haz	hazard
		HQ	Headquarters

CONTINUED ON NEXT PAGE

## CONTINUED FROM PRECEDING PAGE

hr	hour	npi	non precision instrument
IAP	Instrument Approach Procedure	NS ABTMT	Noise Abatement
ICAO	International Civil Aviation Organization	NSTD	nonstandard
IFR	Instrument Flight Rules	ntc	notice
ILS	Instrument Landing System	obsn	observation
IM	Inner Marker	Oct	October
IMG	Immigration	OLF	Outlying Field
incr	increase	opr	operate, operator, operational
indef	indefinite	ops	operations
ints	intensity	OTS	out of service
invo	in the vicinity of	ovrn	overrun
IMC	Instrument Meteorological Conditions	PAEW	personnel and equipment working
Jan	January	pat	pattern
JASU	Jet Aircraft Starting Unit	p-line	power line
JOAP	Joint Oil Analysis Program	PMSV	Pilot-to-Metro Service
JOSAC	Joint Operational Support Airlift Center	POL	Petrol, Oils and Lubricants
JRB	Joint Reserve Base	PPR	prior permission required
Jul	July	PRM	Precision Runway Monitoring
Jun	June	PTD	Pilot to Dispatcher
Kt	Knots	RAMCC	Regional Air Movement Control Center
LAA	Local Airport Advisory	req	request
LAHSO	Land and Hold Short Operations	rgt tfc	right traffic
lbs	pounds	RON	Remain Overnight
ldg	landing	rqr	require
lgtd	lighted	rstd	restricted
lgts	lights	RSRS	reduced same runway separation
LMM	Compass locator at Middle Marker ILS	rwy	runway
LOC	Localizer	Sat	Saturday
LOM	Compass locator at Outer Marker ILS	SELF	Strategic Expeditionary Landing Field
ltd	limited	Sep	September
MACC	Military Area Control Center	SFA	Single Frequency Approach
Mar	March	sfc	surface
MCAF	Marine Corps Air Facility	SFRA	Special Flight Rules Area
MCALF	Marine Corps Auxiliary Landing Field	SOAP	Spectrometric Oil Analysis Program
MCAS	Marine Corps Air Station	SOF	Supervisor of Flying
MCB	Marine Corps Base	SPB	Seaplane Base
med	medium	SR	sunrise
METRO	Pilot-to-Metro voice call	SS	sunset
Mil	military	std	standard
min	minute	Sun	Sunday
MLS	Microwave Landing System	svc	service
MM	Middle Marker of ILS	tfc	traffic
Mon	Monday	thld	threshold
MP	Maintenance Period	Thu	Thursday
MSL	mean sea level	tkf	take-off
MSAW	minimum safe altitude warning	tmpry	temporary
NAAS	Naval Auxiliary Air Station	tran	transient
NADC	Naval Air Development Center	Tue	Tuesday
NADEP	Naval Air Depot	twr	tower
NAEC	Naval Air Engineering Center	twy	taxiway
NAES	Naval Air Engineering Station	UC	Under Construction
NAF	Naval Air Facility	USA	United States Army
NALCO	Naval Air Logistics Control Office	USAF	United States Air Force
NALO	Navy Air Logistics Office	USCG	United States Coast Guard
NALF	Naval Auxiliary Landing Field	USN	United States Navy
NAS	Naval Air Station	V	Defense Switching Network (telephone, formerly AUTOVON)
NAWC	Naval Air Warfare Center	VFR	Visual Flight Rules
NAWS	Naval Air Weapons Station	VIP	Very Important Person
ngt	night	VMC	Visual Meteorological Conditions
NOLF	Naval Outlying Field	Wed	Wednesday
Nov	November	wx	weather

## SAMPLE

①  
**CITY NAME**  
 ②  
**AIRPORT NAME** (ALTERNATE NAME) (LTS) (KLTS) CIV/MIL 3 N UTC-6(-5DT) N34°41.93' W99°20.20' JACKSONVILLE  
 200 B S4 FUEL 100 OX 1 TPA-1000(800) AOE Class IV, ARFF Index A NOTAM FILE ORL Not insp. COPTER  
 ③ ④ ⑤ ⑥ ⑦ ⑧  
 ⑨  
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 ㉑  
 RWY 18-36: H12004X200 (ASPH-CONC-GRVD)  
 S-90, D-160, 2D-300 PCN 80 R/B/W/T HIRL CL  
 RWY 18: LDIN: MALSF. TDZL. REIL. PAPI(P2R)—GA 3.0° TCH 36'.  
 Thld dsplcd 300'. Trees. Rgt tfe. 0.3% up.  
 RWY 36: ALSF1. 0.4% down.  
 RWY 09-27: H6000X150 (ASPH) MIRL  
 RWY 173-353: H3515X150 (ASPH-PFC) AUW PCN 59 F/A/W/T  
**LAND AND HOLD SHORT OPERATIONS**  

LANDING	HOLD SHORT POINT	DIST AVBL
RWY 18	09-27	6500
RWY 36	09-27	5400

**RUNWAY DECLARED DISTANCE INFORMATION**  
 RWY 18: TORA-12004 TODA-12704 ASDA-11704 LDA-11504  
 RWY 36: TORA-12004 TODA-12004 ASDA-12004 LDA-11704  
 ㉒  
**ARRESTING GEAR/SYSTEM**  
 RWY 18 → HOOK E5 (65' OVRN) BAK-14 BAK-12B (1650')  
 BAK-14 BAK-12 (B) (1087') HOOK E5 (74' OVRN) ← RWY 36  
 ㉓  
**MILITARY SERVICE: A-GEAR** E-5 connected on dep end, disconnected on  
 apch end. JASU 3(AM32A-60) 2(A/M32A-86)  
 ㉔  
 ㉕ → FUEL J8(Mil) (NC-100, A) FLUID W SP PRESAIR LOX ← ㉖  
 OIL O-128 TRAN ALERT Avbl 1300-0200Z†, svc limited weekends.  
 ㉗ ㉘  
 ㉙ → **AIRPORT REMARKS:** Special Air Traffic Rules—Part 93, see Regulatory Notices. Attended 1200-0300Z†. Parachute  
 Jumping. Deer invov arpt. Heavy jumbo jet training surface to 9000'. Twy A clsd indef. Flight Notification Service  
 (ADCUS) avbl.  
 ㉚ → **MILITARY REMARKS:** ANG PPR/Official Business Only. Base OPS DSN 638-4390, C503-335-4222. Ctc Base OPS 15  
 minutes prior to ldg and after dep. Limited tran parking.  
 ㉛ → **WEATHER DATA SOURCES:** AWOS-1 120.3 (202) 426-8000. LLWAS.  
 ㉜ → **COMMUNICATIONS:** SFA ATIS 127.25 273.5 (202) 426-8003 UNICOM 122.95 PTD 372.2  
 NAME FSS (ORL) on arpt. 123.65 122.65 122.2  
 NAME RCO 112.2T 112.1R (NAME RADIO)  
 ① NAME APP/DEP CON 128.35 257.725 (1200-0400Z†)  
 TOWER 119.65 255.6 (1200-0400Z†) GND CON 121.7 GCO 135.075 (ORLANDO CLNC) CLNC DEL 125.55  
 NAME COMD POST (GERONIMO) 311.0 321.4 6761 PMSV METRO 239.8 NAME OPS 257.5  
 ㉝ → **AIRSPACE:** CLASS B See VFR Terminal Area Chart.  
 ㉞ → **RADIO AIDS TO NAVIGATION:** NOTAM FILE ORL. VHF/DF etc FSS.  
 (H) VORTAC 112.2 MCO Chan 59 N28°32.55' W81°20.12' at fld. 1110/8E.  
 (H) TACAN Chan 29 CBU (109.2) N28°32.65' W81°21.12' at fld. 1115/8E.  
 HERNY NDB (LOM) 221 OR N28°37.40' W81°21.05' 177° 5.4 NM to fld.  
 ILS/DME 108.5 I-ORL Chan 22 Rwy 18. Class IIE. LOM HERNY NDB.  
 ASR/PAR (1200-0400Z†)  
 ㉟ → **COMM/NAV/WEATHER REMARKS:** Emerg frequency 121.5 not avbl at twr.  
 . . . . .  
 HELIPAD H1: H100X75 (ASPH)  
 HELIPAD H2: H60X60 (ASPH)  
 HELIPORT REMARKS: Helipad H1 lctd on general aviation side and H2 lctd on air carrier side of arpt.  
 . . . . .  
 187 TPA 1000(813)  
 WATERWAY 15-33: 5000X425 (WATER)  
 SEAPLANE REMARKS: Birds roosting and feeding areas along river banks. Seaplanes operating adjacent to SW side of  
 arpt not visible from twr and are required to ctc twr.

All bearings and radials are magnetic unless otherwise specified.  
 All mileages are nautical unless otherwise noted.  
 All times are Coordinated Universal Time (UTC) except as noted.  
 All elevations are in feet above/below Mean Sea Level (MSL) unless otherwise noted.  
 The horizontal reference datum of this publication is North American Datum of 1983 (NAD83), which for charting purposes  
 is considered equivalent to World Geodetic System 1984 (WGS 84).

10

# SKETCH LEGEND

## RUNWAYS/LANDING AREAS

Hard Surfaced . . . . .	
Metal Surface . . . . .	
Sod, Gravel, etc. . . . .	
Light Plane, . . . . .	
Ski Landing Area or Water	
Under Construction . . . . .	
Closed . . . . .	
Helicopter Landings Area . . . . .	
Displaced Threshold . . . . .	
Taxiway, Apron and Stopways . .	

## MISCELLANEOUS BASE AND CULTURAL FEATURES

Buildings . . . . .	
Power Lines . . . . .	
Fence . . . . .	
Towers . . . . .	
Tanks . . . . .	
Oil Well . . . . .	
Smoke Stack . . . . .	
Obstruction . . . . .	
Controlling Obstruction . . . . .	
Trees . . . . .	
Populated Places . . . . .	
Cuts and Fills . . . . .	
Cliffs and Depressions . .	
Ditch . . . . .	
Hill . . . . .	

## RADIO AIDS TO NAVIGATION

VORTAC . . . . .		VOR . . . . .	
VOR/DME . . . . .		NDB . . . . .	
TACAN . . . . .		NDB/DME . . . . .	

## MISCELLANEOUS AERONAUTICAL FEATURES

Airport Beacon . . . . .	
Wind Cone . . . . .	
Landing Tee . . . . .	
Tetrahedron . . . . .	
Control Tower . . . . .	

## APPROACH LIGHTING SYSTEMS

A dot "•" portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., (A1) Negative symbology, e.g., (A1) indicates Pilot Controlled Lighting (PCL).

Runway Centerline Lighting . . . . .	
(A) Approach Lighting System ALSF-2 . .	
(A1) Approach Lighting System ALSF-1 . .	
(A2) Short Approach Lighting System SALS/SALSF . . . . .	
(A3) Simplified Short Approach Lighting System (SSALR) with RAIL . . . . .	
(A4) Medium Intensity Approach Lighting System (MALS and MALSF)/(SSALS and SSALF) . . . . .	
(A5) Medium Intensity Approach Lighting System (MALSR) and RAIL . . . . .	
(Y) Omnidirectional Approach Lighting System (ODALS) . . . . .	
(D) Navy Parallel Row and Cross Bar . .	
(F) Air Force Overrun . . . . .	
(V) Visual Approach Slope Indicator with Standard Threshold Clearance provided	
(V2) Pulsating Visual Approach Slope Indicator (PVASI)	
(V3) Visual Approach Slope Indicator with a threshold crossing height to accommodate long bodied or jumbo aircraft	
(V4) Tri-color Visual Approach Slope Indicator (TRCV)	
(V5) Approach Path Alignment Panel (APAP)	
(P) Precision Approach Path Indicator (PAPI)	

## LEGEND

This directory is a listing of data on record with the FAA on all open to the public airports, military facilities and selected private use facilities specifically requested by the Department of Defense (DoD) for which a DoD Instrument Approach Procedure has been published in the U.S. Terminal Procedures Publication. Additionally this listing contains data for associated terminal control facilities, air route traffic control centers, and radio aids to navigation within the conterminous United States, Puerto Rico and the Virgin Islands. Joint civil/military and civil airports are listed alphabetically by state, associated city and airport name and cross-referenced by airport name. Military facilities are listed alphabetically by state and official airport name and cross-referenced by associated city name. Navajids, flight service stations and remote communication outlets that are associated with an airport, but with a different name, are listed alphabetically under their own name, as well as under the airport with which they are associated.

The listing of an open to the public airport in this directory merely indicates the airport operator's willingness to accommodate transient aircraft, and does not represent that the facility conforms with any Federal or local standards, or that it has been approved for use on the part of the general public. Military and private use facilities published in this directory are open to civil pilots only in an emergency or with prior permission. See Special Notice Section, Civil Use of Military Fields.

The information on obstructions is taken from reports submitted to the FAA. Obstruction data has not been verified in all cases. Pilots are cautioned that objects not indicated in this tabulation (or on the airports sketches and/or charts) may exist which can create a hazard to flight operation. Detailed specifics concerning services and facilities tabulated within this directory are contained in the Aeronautical Information Manual, Basic Flight Information and ATC Procedures.

The legend items that follow explain in detail the contents of this Directory and are keyed to the circled numbers on the sample on the preceding pages.

**① CITY/AIRPORT NAME**

Civil and joint civil/military airports and facilities in this directory are listed alphabetically by state and associated city. Where the city name is different from the airport name the city name will appear on the line above the airport name. Airports with the same associated city name will be listed alphabetically by airport name and will be separated by a dashed rule line. A solid rule line will separate all others. FAA approved helipads and seaplane landing areas associated with a land airport will be separated by a dotted line. Military airports are listed alphabetically by state and official airport name.

**② ALTERNATE NAME**

Alternate names, if any, will be shown in parentheses.

**③ LOCATION IDENTIFIER**

The location identifier is a three or four character FAA code followed by a four-character ICAO code assigned to airports. ICAO codes will only be published at joint civil/military, and military facilities. If two different military codes are assigned, both codes will be shown with the primary operating agency's code listed first. These identifiers are used by ATC in lieu of the airport name in flight plans, flight strips and other written records and computer operations. Zeros will appear with a slash to differentiate them from the letter "O".

**④ OPERATING AGENCY**

Airports within this directory are classified into two categories, Military/Federal Government and Civil airports open to the general public, plus selected private use airports. The operating agency is shown for military, private use and joint civil/military airports. The operating agency is shown by an abbreviation as listed below. When an organization is a tenant, the abbreviation is enclosed in parenthesis. No classification indicates the airport is open to the general public with no military tenant.

A	US Army	MC	Marine Corps
AFRC	Air Force Reserve Command	N	Navy
AF	US Air Force	NAF	Naval Air Facility
ANG	Air National Guard	NAS	Naval Air Station
AR	US Army Reserve	NASA	National Air and Space Administration
ARNG	US Army National Guard	P	US Civil Airport Wherein Permit Covers
CG	US Coast Guard		Use by Transient Military Aircraft
CIV/MIL	Joint Use Civil/Military	PVT	Private Use Only (Closed to the Public)
DND	Department of National Defense Canada		

**⑤ AIRPORT LOCATION**

Airport location is expressed as distance and direction from the center of the associated city in nautical miles and cardinal points, e.g., 4 NE.

**⑥ TIME CONVERSION**

Hours of operation of all facilities are expressed in Coordinated Universal Time (UTC) and shown as "Z" time. The directory indicates the number of hours to be subtracted from UTC to obtain local standard time and local daylight saving time UTC-5(-4DT). The symbol ‡ indicates that during periods of Daylight Saving Time effective hours will be one hour earlier than shown. In those areas where daylight saving time is not observed the (-4DT) and ‡ will not be shown. Daylight saving time is in effect from 0200 local time the second Sunday in March to 0200 local time the first Sunday in November. Canada and all U.S. Conterminous States observe daylight saving time except Arizona and Puerto Rico, and the Virgin Islands. If the state observes daylight saving time and the operating times are other than daylight saving times, the operating hours will include the dates, times and no ‡ symbol will be shown, i.e., April 15-Aug 31 0630-1700Z, Sep 1-Apr 14 0600-1700Z.

# **7 GEOGRAPHIC POSITION OF AIRPORT—AIRPORT REFERENCE POINT (ARP)**

Positions are shown as hemisphere, degrees, minutes and hundredths of a minute and represent the approximate geometric center of all usable runway surfaces.

# **8 CHARTS**

Charts refer to the Sectional Chart and Low and High Altitude Enroute Chart and panel on which the airport or facility is located. Helicopter Chart locations will be indicated as COPTER. IFR Gulf of Mexico West and IFR Gulf of Mexico Central will be depicted as GOMW and GOMC.

# **9 INSTRUMENT APPROACH PROCEDURES, AIRPORT DIAGRAM**

IAP indicates an airport for which a prescribed (Public Use) FAA Instrument Approach Procedure has been published. DIAP indicates an airport for which a prescribed DoD Instrument Approach Procedure has been published in the U.S. Terminal Procedures. See the Special Notice Section of this directory, Civil Use of Military Fields and the Aeronautical Information Manual 5-4-5 Instrument Approach Procedure Charts for additional information. AD indicates an airport for which an airport diagram has been published. Airport diagrams are located in the back of each A/FD volume alphabetically by associated city and airport name.

# **10 AIRPORT SKETCH**

The airport sketch, when provided, depicts the airport and related topographical information as seen from the air and should be used in conjunction with the text. It is intended as a guide for pilots in VFR conditions. Symbology that is not self-explanatory will be reflected in the sketch legend. The airport sketch will be oriented with True North at the top. Airport sketches will be added incrementally.

# **11 ELEVATION**

The highest point of an airport's usable runways measured in feet from mean sea level. When elevation is sea level it will be indicated as "00". When elevation is below sea level a minus "-" sign will precede the figure.

# **12 ROTATING LIGHT BEACON**

B indicates rotating beacon is available. Rotating beacons operate sunset to sunrise unless otherwise indicated in the AIRPORT REMARKS or MILITARY REMARKS segment of the airport entry.

# **13 SERVICING—CIVIL**

S1: Minor airframe repairs.	S5: Major airframe repairs.
S2: Minor airframe and minor powerplant repairs.	S6: Minor airframe and major powerplant repairs.
S3: Major airframe and minor powerplant repairs.	S7: Major powerplant repairs.
S4: Major airframe and major powerplant repairs.	S8: Minor powerplant repairs.

# **14 FUEL**

CODE	FUEL	CODE	FUEL
80	Grade 80 gasoline (Red)	B+	Jet B, Wide-cut, turbine fuel with FS-II*, FP** minus 50° C.
100	Grade 100 gasoline (Green)	J4 (JP4)	(JP-4 military specification) FP** minus 58° C.
100LL	100LL gasoline (low lead) (Blue)	J5 (JP5)	(JP-5 military specification) Kerosene with FS-11, FP** minus 46°C.
115	Grade 115 gasoline (115/145 military specification) (Purple)	J8 (JP8)	(JP-8 military specification) Jet A-1, Kerosene with FS-II*, FP** minus 47°C.
A	Jet A, Kerosene, without FS-II*, FP** minus 40° C.	J8+100	(JP-8 military specification) Jet A-1, Kerosene with FS-II*, FP** minus 47°C, with-fuel additive package that improves thermo stability characteristics of JP-8.
A+	Jet A, Kerosene, with FS-II*, FP** minus 40°C.	J	(Jet Fuel Type Unknown)
A1	Jet A-1, Kerosene, without FS-II*, FP** minus 47°C.	MOGAS	Automobile gasoline which is to be used as aircraft fuel.
A1+	Jet A-1, Kerosene with FS-II*, FP** minus 47° C.		
B	Jet B, Wide-cut, turbine fuel without FS-II*, FP** minus 50° C.		

\*(Fuel System Icing Inhibitor)

\*\* (Freeze Point)

**NOTE:** Certain automobile gasoline may be used in specific aircraft engines if a FAA supplemental type certificate has been obtained. Automobile gasoline, which is to be used in aircraft engines, will be identified as "MOGAS", however, the grade/type and other octane rating will not be published.

Data shown on fuel availability represents the most recent information the publisher has been able to acquire. Because of a variety of factors, the fuel listed may not always be obtainable by transient civil pilots. Confirmation of availability of fuel should be made directly with fuel suppliers at locations where refueling is planned.

# **15 OXYGEN—CIVIL**

OX 1 High Pressure	OX 3 High Pressure—Replacement Bottles
OX 2 Low Pressure	OX 4 Low Pressure—Replacement Bottles

# **16 TRAFFIC PATTERN ALTITUDE**

Traffic Pattern Altitude (TPA)—The first figure shown is TPA above mean sea level. The second figure in parentheses is TPA above airport elevation. Multiple TPA shall be shown as "TPA—See Remarks" and detailed information shall be shown in the Airport or Military Remarks Section. Traffic pattern data for USAF bases, USN facilities, and U.S. Army airports (including those on which ACC or U.S. Army is a tenant) that deviate from standard pattern altitudes shall be shown in Military Remarks.

## ⑪ AIRPORT OF ENTRY, LANDING RIGHTS, AND CUSTOMS USER FEE AIRPORTS

U.S. CUSTOMS USER FEE AIRPORT—Private Aircraft operators are frequently required to pay the costs associated with customs processing.

AOE—Airport of Entry. A customs Airport of Entry where permission from U.S. Customs is not required to land. However, at least one hour advance notice of arrival is required.

LRA—Landing Rights Airport. Application for permission to land must be submitted in advance to U.S. Customs. At least one hour advance notice of arrival is required.

NOTE: Advance notice of arrival at both an AOE and LRA airport may be included in the flight plan when filed in Canada or Mexico. Where Flight Notification Service (ADCUS) is available the airport remark will indicate this service. This notice will also be treated as an application for permission to land in the case of an LRA. Although advance notice of arrival may be relayed to Customs through Mexico, Canada, and U.S. Communications facilities by flight plan, the aircraft operator is solely responsible for ensuring that Customs receives the notification. (See Customs, Immigration and Naturalization, Public Health and Agriculture Department requirements in the International Flight Information Manual for further details.)

US Customs Air and Sea Ports, Inspectors and Agents

Northeast Sector (New England and Atlantic States—ME to MD)

407-975-1740

Southeast Sector (Atlantic States—DC, WV, VA to FL)

407-975-1780

Central Sector (Interior of the US, including Gulf states—MS, AL, LA)

407-975-1760

Southwest East Sector (OK and eastern TX)

407-975-1840

Southwest West Sector (Western TX, NM and AZ)

407-975-1820

Pacific Sector (WA, OR, CA, HI and AK)

407-975-1800

## ⑫ CERTIFICATED AIRPORT (14 CFR PART 139)

Airports serving Department of Transportation certified carriers and certified under 14 CFR part 139 are indicated by the Class and the ARFF Index; e.g. Class I, ARFF Index A, which relates to the availability of crash, fire, rescue equipment. Class I airports can have an ARFF Index A through E, depending on the aircraft length and scheduled departures. Class II, III, and IV will always carry an Index A.

### 14 CFR PART 139 CERTIFICATED AIRPORTS AIRPORT CLASSIFICATIONS

Type of Air Carrier Operation	Class I	Class II	Class III	Class IV
Scheduled Air Carrier Aircraft with 31 or more passenger seats	X			
Unscheduled Air Carrier Aircraft with 31 or more passengers seats	X	X		X
Scheduled Air Carrier Aircraft with 10 to 30 passenger seats	X	X	X	

### 14 CFR—PART 139 CERTIFICATED AIRPORTS

#### INDICES AND AIRCRAFT RESCUE AND FIRE FIGHTING EQUIPMENT REQUIREMENTS

<i>Airport Index</i>	<i>Required No. Vehicles</i>	<i>Aircraft Length</i>	<i>Scheduled Departures</i>	<i>Agent + Water for Foam</i>
A	1	<90'	≥1	500#DC or HALON 1211 or 450#DC + 100 gal H <sub>2</sub> O
B	1 or 2	≥90', <126' ----- ≥126', <159'	≥5 ----- <5	Index A + 1500 gal H <sub>2</sub> O
C	2 or 3	≥126', <159' ----- ≥159', <200'	≥5 ----- <5	Index A + 3000 gal H <sub>2</sub> O
D	3	≥159', <200' ----- >200'	<5	Index A + 4000 gal H <sub>2</sub> O
E	3	≥200'	≥5	Index A + 6000 gal H <sub>2</sub> O

> Greater Than; < Less Than; ≥ Equal or Greater Than; ≤ Equal or Less Than; H<sub>2</sub>O—Water; DC—Dry Chemical.

NOTE: The listing of ARFF index does not necessarily assure coverage for non-air carrier operations or at other than prescribed times for air carrier. ARFF Index Ltd.—indicates ARFF coverage may or may not be available, for information contact airport manager prior to flight.

## ⑬ NOTAM SERVICE

All public use landing areas are provided NOTAM “D” (distant dissemination) and NOTAM “L” (local dissemination) service. Airport NOTAM file identifier is shown for individual airports, e.g. “NOTAM FILE IAD”. See AIM, Basic Flight Information and



ATC Procedures for detailed description of NOTAM's. Current NOTAMs are available from Flight Service Stations at 1-800-WX-BRIEF. Real time Military NOTAMs are available using the DoD Internet NOTAM Distribution System (DINS) [www.notams.jcs.mil](http://www.notams.jcs.mil).

## ② FAA INSPECTION

All airports not inspected by FAA will be identified by the note: Not insp. This indicates that the airport information has been provided by the owner or operator of the field.

## ② RUNWAY DATA

Runway information is shown on two lines. That information common to the entire runway is shown on the first line while information concerning the runway ends is shown on the second or following line. Runway direction, surface, length, width, weight bearing capacity, lighting, and slope, when available are shown for each runway. Multiple runways are shown with the longest runway first. Direction, length, width, and lighting are shown for sea-lanes. The full dimensions of helipads are shown, e.g., 50X150. Runway data that requires clarification will be placed in the remarks section.

### RUNWAY DESIGNATION

Runways are normally numbered in relation to their magnetic orientation rounded off to the nearest 10 degrees. Parallel runways can be designated L (left)/R (right)/C (center). Runways may be designated as Ultralight or assault strips. Assault strips are shown by magnetic bearing.

### RUNWAY DIMENSIONS

Runway length and width are shown in feet. Length shown is runway end to end including displaced thresholds, but excluding those areas designed as overruns.

### RUNWAY SURFACE AND LENGTH

Runway lengths prefixed by the letter "H" indicate that the runways are hard surfaced (concrete, asphalt, or part asphalt-concrete). If the runway length is not prefixed, the surface is sod, clay, etc. The runway surface composition is indicated in parentheses after runway length as follows:

(AFSC)—Aggregate friction seal coat	(GRVL)—Gravel, or cinders	(PSP)—Pierced steel plank
(ASPH)—Asphalt	(MATS)—Pierced steel planking,	(RFSC)—Rubberized friction seal coat
(CONC)—Concrete	landing mats, membranes	(TURF)—Turf
(DIRT)—Dirt	(PEM)—Part concrete, part asphalt	(TRTD)—Treated
(GRVD)—Grooved	(PFC)—Porous friction courses	(WC)—Wire combed

### RUNWAY WEIGHT BEARING CAPACITY

Runway strength data shown in this publication is derived from available information and is a realistic estimate of capability at an average level of activity. It is not intended as a maximum allowable weight or as an operating limitation. Many airport pavements are capable of supporting limited operations with gross weights in excess of the published figures. Permissible operating weights, insofar as runway strengths are concerned, are a matter of agreement between the owner and user. When desiring to operate into any airport at weights in excess of those published in the publication, users should contact the airport management for permission. Runway strength figures are shown in thousand of pounds, with the last three figures being omitted. Add 000 to figure following S, D, 2S, 2T, AUW, SWL, etc., for gross weight capacity. A blank space following the letter designator is used to indicate the runway can sustain aircraft with this type landing gear, although definite runway weight bearing capacity figures are not available, e.g., S, D. Applicable codes for typical gear configurations with S=Single, D=Dual, T=Triple and Q=Quadruple:

CURRENT	NEW	NEW DESCRIPTION
S	S	Single wheel type landing gear (DC3), (C47), (F15), etc.
D	D	Dual wheel type landing gear (BE1900), (B737), (A319), etc.
T	D	Dual wheel type landing gear (P3, C9).
ST	2S	Two single wheels in tandem type landing gear (C130).
TRT	2T	Two triple wheels in tandem type landing gear (C17), etc.
DT	2D	Two dual wheels in tandem type landing gear (B707), etc.
TT	2D	Two dual wheels in tandem type landing gear (B757, KC135).
SBTT	2D/D1	Two dual wheels in tandem/dual wheel body gear type landing gear (KC10).
None	2D/2D1	Two dual wheels in tandem/two dual wheels in tandem body gear type landing gear (A340-600).
DDT	2D/2D2	Two dual wheels in tandem/two dual wheels in double tandem body gear type landing gear (B747, E4).
TTT	3D	Three dual wheels in tandem type landing gear (B777), etc.
TT	D2	Dual wheel gear two struts per side main gear type landing gear (B52).
TDT	C5	Complex dual wheel and quadruple wheel combination landing gear (C5).

AUW—All up weight. Maximum weight bearing capacity for any aircraft irrespective of landing gear configuration.

SWL—Single Wheel Loading. (This includes information submitted in terms of Equivalent Single Wheel Loading (ESWL) and Single Isolated Wheel Loading).

PSI—Pounds per square inch. PSI is the actual figure expressing maximum pounds per square inch runway support, e.g., (SWL 000/PSI 535).

Omission of weight bearing capacity indicates information unknown.

The ACN/PCN System is the ICAO standard method of reporting pavement strength for pavements with bearing strengths greater than 12,500 pounds. The Pavement Classification Number (PCN) is established by an engineering assessment of the runway. The PCN is for use in conjunction with an Aircraft Classification Number (ACN). Consult the Aircraft Flight Manual, Flight Information Handbook, or other appropriate source for ACN tables or charts. Currently, ACN data may not be available for all aircraft. If an ACN table or chart is available, the ACN can be calculated by taking into account the aircraft weight, the pavement type, and the subgrade category. For runways that have been evaluated under the ACN/PCN system, the PCN will be shown as a five-part code (e.g. PCN 80 R/B/W/T). Details of the coded format are as follows:

- (1) The PCN NUMBER—The reported PCN indicates that an aircraft with an ACN equal or less than the reported PCN can operate on the pavement subject to any limitation on the tire pressure.
- (2) The type of pavement:
  - R — Rigid
  - F — Flexible
- (3) The pavement subgrade category:
  - A — High
  - B — Medium
  - C — Low
  - D — Ultra-low
- (4) The maximum tire pressure authorized for the pavement:
  - W — High, no limit
  - X — Medium, limited to 217 psi
  - Y — Low, limited to 145 psi
  - Z — Very low, limited to 73 psi
- (5) Pavement evaluation method:
  - T — Technical evaluation
  - U — By experience of aircraft using the pavement

NOTE: Prior permission from the airport controlling authority is required when the ACN of the aircraft exceeds the published PCN or aircraft tire pressure exceeds the published limits.

#### RUNWAY LIGHTING

Lights are in operation sunset to sunrise. Lighting available by prior arrangement only or operating part of the night and/or pilot controlled lighting with specific operating hours are indicated under airport or military remarks. At USN/USMC facilities lights are available only during airport hours of operation. Since obstructions are usually lighted, obstruction lighting is not included in this code. Unlighted obstructions on or surrounding an airport will be noted in airport or military remarks. Runway lights nonstandard (NSTD) are systems for which the light fixtures are not FAA approved L-800 series: color, intensity, or spacing does not meet FAA standards. Nonstandard runway lights, VASI, or any other system not listed below will be shown in airport remarks or military service. Temporary, emergency or limited runway edge lighting such as flares, smudge pots, lanterns or portable runway lights will also be shown in airport remarks or military service. Types of lighting are shown with the runway or runway end they serve.

NSTD—Light system fails to meet FAA standards.

LIRL—Low Intensity Runway Lights.

MIRL—Medium Intensity Runway Lights.

HIRL—High Intensity Runway Lights.

RAIL—Runway Alignment Indicator Lights.

REIL—Runway End Identifier Lights.

CL—Centerline Lights.

TDZL—Touchdown Zone Lights.

ODALS—Omni Directional Approach Lighting System.

AF OVRN—Air Force Overrun 1000' Standard Approach Lighting System.

LDIN—Lead-In Lighting System.

MALS—Medium Intensity Approach Lighting System.

MALSF—Medium Intensity Approach Lighting System with Sequenced Flashing Lights.

MALSR—Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights.

NOTE: Civil ALSF2 may be operated as SALR during favorable weather conditions. When runway edge lights are positioned more than 10 feet from the edge of the usable runway surface a remark will be added in the "Remarks" portion of the airport entry. This is applicable to Air Force, Air National Guard and Air Force Reserve Bases, and those joint civil/military airfields on which they are tenants.

SALS—Short Approach Lighting System.

SALSF—Short Approach Lighting System with Sequenced Flashing Lights.

SSALS—Simplified Short Approach Lighting System.

SSALF—Simplified Short Approach Lighting System with Sequenced Flashing Lights.

SSALR—Simplified Short Approach Lighting System with Runway Alignment Indicator Lights.

ALSAF—High Intensity Approach Lighting System with Sequenced Flashing Lights.

ALSF1—High Intensity Approach Lighting System with Sequenced Flashing Lights, Category I, Configuration.

ALSF2—High Intensity Approach Lighting System with Sequenced Flashing Lights, Category II, Configuration.

SF—Sequenced Flashing Lights.

OLS—Optical Landing System.

WAVE—OFF.

## VISUAL GLIDESLOPE INDICATORS

APAP—A system of panels, which may or may not be lighted, used for alignment of approach path.

PNIL	APAP on left side of runway	PNIR	APAP on right side of runway
PAPI—Precision Approach Path Indicator			
P2L	2-identical light units placed on left side of runway	P4L	4-identical light units placed on left side of runway
P2R	2-identical light units placed on right side of runway	P4R	4-identical light units placed on right side of runway
PVASI—Pulsating/steady burning visual approach slope indicator, normally a single light unit projecting two colors.			
PSIL	PVASI on left side of runway	PSIR	PVASI on right side of runway
SAVASI—Simplified Abbreviated Visual Approach Slope Indicator			
S2L	2-box SAVASI on left side of runway	S2R	2-box SAVASI on right side of runway

TRCV—Tri-color visual approach slope indicator, normally a single light unit projecting three colors.

TRIL	TRCV on left side of runway	TRIR	TRCV on right side of runway
VASI—Visual Approach Slope Indicator			
V2L	2-box VASI on left side of runway	V6L	6-box VASI on left side of runway
V2R	2-box VASI on right side of runway	V6R	6-box VASI on right side of runway
V4L	4-box VASI on left side of runway	V12	12-box VASI on both sides of runway
V4R	4-box VASI on right side of runway	V16	16-box VASI on both sides of runway

NOTE: Approach slope angle and threshold crossing height will be shown when available; i.e., –GA 3.5° TCH 37'.

## PILOT CONTROL OF AIRPORT LIGHTING

<u>Key Mike</u>	<u>Function</u>
7 times within 5 seconds	Highest intensity available
5 times within 5 seconds	Medium or lower intensity (Lower REIL or REIL-Off)
3 times within 5 seconds	Lowest intensity available (Lower REIL or REIL-Off)

Available systems will be indicated in the airport or military remarks, e.g., ACTIVATE HIRL Rwy 07–25, MALSR Rwy 07, and VASI Rwy 07–122.8.

Where the airport is not served by an instrument approach procedure and/or has an independent type system of different specification installed by the airport sponsor, descriptions of the type lights, method of control, and operating frequency will be explained in clear text. See AIM, “Basic Flight Information and ATC Procedures,” for detailed description of pilot control of airport lighting.

## RUNWAY SLOPE

When available, runway slope data will only be provided for those airports with an approved FAA instrument approach procedure. Runway slope will be shown only when it is 0.3 percent or greater. On runways less than 8000 feet, the direction of the slope up will be indicated, e.g., 0.3% up NW. On runways 8000 feet or greater, the slope will be shown (up or down) on the runway end line, e.g., RWY 13: 0.3% up., RWY 21: Pole. Rgt tfc. 0.4% down.

## RUNWAY END DATA

Information pertaining to the runway approach end such as approach lights, touchdown zone lights, runway end identification lights, visual glideslope indicators, displaced thresholds, controlling obstruction, and right hand traffic pattern, will be shown on the specific runway end. “Rgt tfc”—Right traffic indicates right turns should be made on landing and takeoff for specified runway end.

## LAND AND HOLD SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for “Land and Hold Short Operations.” These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold–short operations and markings.

## RUNWAY DECLARED DISTANCE INFORMATION

TORA—Take-off Run Available. The length of runway declared available and suitable for the ground run of an aeroplane take-off.

TODA—Take-off Distance Available. The length of the take-off run available plus the length of the clearway, if provided.

ASDA—Accelerate-Stop Distance Available. The length of the take-off run available plus the length of the stopway, if provided.

LDA—Landing Distance Available. The length of runway which is declared available and suitable for the ground run of an aeroplane landing.

## 22 ARRESTING GEAR/SYSTEMS

Arresting gear is shown as it is located on the runway. The a–gear distance from the end of the appropriate runway (or into the overrun) is indicated in parentheses. A–Gear which has a bi–direction capability and can be utilized for emergency approach end engagement is indicated by a (B). The direction of engaging device is indicated by an arrow. Up to 15 minutes advance notice may be required for rigging A–Gear for approach and engagement. Airport listing may show availability of other than US Systems. This information is provided for emergency requirements only. Refer to current aircraft operating manuals for specific engagement weight and speed criteria based on aircraft structural restrictions and arresting system limitations.

Following is a list of current systems referenced in this publication identified by both Air Force and Navy terminology:

## BI-DIRECTIONAL CABLE (B)

<u>TYPE</u>	<u>DESCRIPTION</u>
BAK-9	Rotary friction brake.
BAK-12A	Standard BAK-12 with 950 foot run out, 1-inch cable and 40,000 pound weight setting. Rotary friction brake.
BAK-12B	Extended BAK-12 with 1200 foot run, 1¼ inch Cable and 50,000 pounds weight setting. Rotary friction brake.
E28	Rotary Hydraulic (Water Brake).
M21	Rotary Hydraulic (Water Brake) Mobile.

The following device is used in conjunction with some aircraft arresting systems:

BAK-14	A device that raises a hook cable out of a slot in the runway surface and is remotely positioned for engagement by the tower on request. (In addition to personnel reaction time, the system requires up to five seconds to fully raise the cable.)
H	A device that raises a hook cable out of a slot in the runway surface and is remotely positioned for engagement by the tower on request. (In addition to personnel reaction time, the system requires up to one and one-half seconds to fully raise the cable.)

## UNI-DIRECTIONAL CABLE

<u>TYPE</u>	<u>DESCRIPTION</u>
MB60	Textile brake—an emergency one-time use, modular braking system employing the tearing of specially woven textile straps to absorb the kinetic energy.
E5/E5-1/E5-3	Chain Type. At USN/USMC stations E-5 A-GEAR systems are rated, e.g., E-5 RATING-13R-1100 HW (DRY), 31L/R-1200 STD (WET). This rating is a function of the A-GEAR chain weight and length and is used to determine the maximum aircraft engaging speed. A dry rating applies to a stabilized surface (dry or wet) while a wet rating takes into account the amount (if any) of wet overrun that is not capable of withstanding the aircraft weight. These ratings are published under Military Service.

## FOREIGN CABLE

<u>TYPE</u>	<u>DESCRIPTION</u>	<u>US EQUIVALENT</u>
44B-3H	Rotary Hydraulic (Water Brake)	
CHAG	Chain	E-5

## UNI-DIRECTIONAL BARRIER

<u>TYPE</u>	<u>DESCRIPTION</u>
MA-1A	Web barrier between stanchions attached to a chain energy absorber.
BAK-15	Web barrier between stanchions attached to an energy absorber (water squeezer, rotary friction, chain). Designed for wing engagement.

NOTE: Landing short of the runway threshold on a runway with a BAK-15 in the underrun is a significant hazard. The barrier in the down position still protrudes several inches above the underrun. Aircraft contact with the barrier short of the runway threshold can cause damage to the barrier and substantial damage to the aircraft.

## OTHER

<u>TYPE</u>	<u>DESCRIPTION</u>
EMAS	Engineered Material Arresting System, located beyond the departure end of the runway, consisting of high energy absorbing materials which will crush under the weight of an aircraft.

## 23 MILITARY SERVICE

Specific military services available at the airport are listed under this general heading. Remarks applicable to any military service are shown in the individual service listing.

## 24 JET AIRCRAFT STARTING UNITS (JASU)

The numeral preceding the type of unit indicates the number of units available. The absence of the numeral indicates ten or more units available. If the number of units is unknown, the number one will be shown. Absence of JASU designation indicates non-availability.

The following is a list of current JASU systems referenced in this publication:

USAF JASU (For variations in technical data, refer to T.O. 35-1-7.)

## ELECTRICAL STARTING UNITS:

A/M32A-86	AC: 115/200v, 3 phase, 90 kva, 0.8 pf, 4 wire DC: 28v, 1500 amp, 72 kw (with TR pack)
MC-1A	AC: 115/208v, 400 cycle, 3 phase, 37.5 kva, 0.8 pf, 108 amp, 4 wire DC: 28v, 500 amp, 14 kw
MD-3	AC: 115/208v, 400 cycle, 3 phase, 60 kva, 0.75 pf, 4 wire DC: 28v, 1500 amp, 45 kw, split bus
MD-3A	AC: 115/208v, 400 cycle, 3 phase, 60 kva, 0.75 pf, 4 wire DC: 28v, 1500 amp, 45 kw, split bus
MD-3M	AC: 115/208v, 400 cycle, 3 phase, 60 kva, 0.75 pf, 4 wire DC: 28v, 500 amp, 15 kw

MD-4 AC: 120/208v, 400 cycle, 3 phase, 62.5 kva, 0.8 pf, 175 amp, "WYE" neutral ground, 4 wire, 120v, 400 cycle, 3 phase, 62.5 kva, 0.8 pf, 303 amp, "DELTA" 3 wire, 120v, 400 cycle, 1 phase, 62.5 kva, 0.8 pf, 520 amp, 2 wire

## AIR STARTING UNITS

AM32-95 150 +/- 5 lb/min (2055 +/- 68 cfm) at 51 +/- 2 psia  
 AM32A-95 150 +/- 5 lb/min @ 49 +/- 2 psia (35 +/- 2 psig)  
 LASS 150 +/- 5 lb/min @ 49 +/- 2 psia  
 MA-1A 82 lb/min (1123 cfm) at 130° air inlet temp, 45 psia (min) air outlet press  
 MC-1 15 cfm, 3500 psia  
 MC-1A 15 cfm, 3500 psia  
 MC-2A 15 cfm, 200 psia  
 MC-11 8,000 cu in cap, 4000 psig, 15 cfm

## COMBINED AIR AND ELECTRICAL STARTING UNITS:

AGPU AC: 115/200v, 400 cycle, 3 phase, 30 kw gen  
 DC: 28v, 700 amp  
 AIR: 60 lb/min @ 40 psig @ sea level  
 AM32A-60\* AIR: 120 +/- 4 lb/min (1644 +/- 55 cfm) at 49 +/- 2 psia  
 AC: 120/208v, 400 cycle, 3 phase, 75 kva, 0.75 pf, 4 wire, 120v, 1 phase, 25 kva  
 DC: 28v, 500 amp, 15 kw  
 AM32A-60A AIR: 150 +/- 5 lb/min (2055 +/- 68 cfm) at 51 +/- 2 psia  
 AC: 120/208v, 400 cycle, 3 phase, 75 kva, 0.75 pf, 4 wire  
 DC: 28v, 200 amp, 5.6 kw  
 AM32A-60B\* AIR: 130 lb/min, 50 psia  
 AC: 120/208v, 400 cycle, 3 phase, 75 kva, 0.75 pf, 4 wire  
 DC: 28v, 200 amp, 5.6 kw

\*NOTE: During combined air and electrical loads, the pneumatic circuitry takes preference and will limit the amount of electrical power available.

## USN JASU

### ELECTRICAL STARTING UNITS:

NC-8A/A1 DC: 500 amp constant, 750 amp intermittent, 28v;  
 AC: 60 kva @ .8 pf, 115/200v, 3 phase, 400 Hz.  
 NC-10A/A1/B/C DC: 750 amp constant, 1000 amp intermittent, 28v;  
 AC: 90 kva, 115/200v, 3 phase, 400 Hz.

### AIR STARTING UNITS:

GTC-85/GTE-85 120 lbs/min @ 45 psi.  
 MSU-200NAV/A/U47A-5 204 lbs/min @ 56 psia.  
 WELLS AIR START SYSTEM 180 lbs/min @ 75 psi or 120 lbs/min @ 45 psi. Simultaneous multiple start capability.

## COMBINED AIR AND ELECTRICAL STARTING UNITS:

NCPP-105/RCPT 180 lbs/min @ 75 psi or 120 lbs/min @ 45 psi. 700 amp, 28v DC. 120/208v, 400 Hz AC, 30 kva.

## JASU (ARMY)

59B2-1B 28v, 7.5 kw, 280 amp.

## OTHER JASU

### ELECTRICAL STARTING UNITS (DND):

CE12 AC 115/200v, 140 kva, 400 Hz, 3 phase  
 CE13 AC 115/200v, 60 kva, 400 Hz, 3 phase  
 CE14 AC/DC 115/200v, 140 kva, 400 Hz, 3 phase, 28vDC, 1500 amp  
 CE15 DC 22-35v, 500 amp continuous 1100 amp intermittent  
 CE16 DC 22-35v, 500 amp continuous 1100 amp intermittent soft start

### AIR STARTING UNITS (DND):

CA2 ASA 45.5 psig, 116.4 lb/min

## COMBINED AIR AND ELECTRICAL STARTING UNITS (DND)

CEA1 AC 120/208v, 60 kva, 400 Hz, 3 phase DC 28v, 75 amp  
 AIR 112.5 lb/min, 47 psig

### ELECTRICAL STARTING UNITS (OTHER)

C-26 28v 45kw 115-200v 15kw 380-800 Hz 1 phase 2 wire  
 C-26-B, C-26-C 28v 45kw: Split Bus: 115-200v 15kw 380-800 Hz 1 phase 2 wire  
 E3 DC 28v/10kw

### AIR STARTING UNITS (OTHER):

A4 40 psi/2 lb/sec (LPAS Mk12, Mk12L, Mk12A, Mk1, Mk2B)  
 MA-1 150 Air HP, 115 lb/min 50 psia  
 MA-2 250 Air HP, 150 lb/min 75 psia

## CARTRIDGE:

MXU-4A USAF

## 14 FUEL—MILITARY

Fuel available through US Military Base supply, DESC Into-Plane Contracts and/or reciprocal agreement is listed first and is followed by (Mil). At commercial airports where Into-Plane contracts are in place, the name of the refueling agent is shown. Military fuel should be used first if it is available. When military fuel cannot be obtained but Into-Plane contract fuel is available, Government aircraft must refuel with the contract fuel and applicable refueling agent to avoid any breach in contract terms and conditions. Fuel not available through the above is shown preceded by NC (no contract). When fuel is obtained from NC sources, local purchase procedures must be followed. The US Military Aircraft Identaplates DD Form 1896 (Jet Fuel), DD Form 1897 (Avgas) and AF Form 1245 (Avgas) are used at military installations only. The US Government Aviation Into-Plane Reimbursement (AIR) Card (currently issued by AVCARD) is the instrument to be used to obtain fuel under a DESC Into-Plane Contract and for NC purchases if the refueling agent at the commercial airport accepts the AVCARD. A current list of contract fuel locations is available online at [www.desc.dla.mil/Static/ProductsAndServices.asp](http://www.desc.dla.mil/Static/ProductsAndServices.asp); click on the Commercial Airports button.

See legend item 14 for fuel code and description.

## 26 SUPPORTING FLUIDS AND SYSTEMS—MILITARY

### CODE

ADI	Anti-Detonation Injection Fluid—Reciprocating Engine Aircraft.
W	Water Thrust Augmentation—Jet Aircraft.
WAI	Water-Alcohol Injection Type, Thrust Augmentation—Jet Aircraft.
SP	Single Point Refueling.
PRESAIR	Air Compressors rated 3,000 PSI or more.
De-Ice	Anti-icing/De-icing/Defrosting Fluid (MIL-A-8243).

### OXYGEN:

LPOX	Low pressure oxygen servicing.
HPOX	High pressure oxygen servicing.
LHOX	Low and high pressure oxygen servicing.
LOX	Liquid oxygen servicing.
OXRB	Oxygen replacement bottles. (Maintained primarily at Naval stations for use in acft where oxygen can be replenished only by replacement of cylinders.)
OX	Indicates oxygen servicing when type of servicing is unknown.

NOTE: Combinations of above items is used to indicate complete oxygen servicing available;

LHOXRB	Low and high pressure oxygen servicing and replacement bottles;
LPOXRB	Low pressure oxygen replacement bottles only, etc.

NOTE: Aircraft will be serviced with oxygen procured under military specifications only. Aircraft will not be serviced with medical oxygen.

### NITROGEN:

LPNIT	Low pressure nitrogen servicing.
HPNIT	High pressure nitrogen servicing.
LHNIT	Low and high pressure nitrogen servicing.

## 27 OIL—MILITARY

US AVIATION OILS (MIL SPECS):

CODE	GRADE, TYPE
O-113	1065, Reciprocating Engine Oil (MIL-L-6082)
O-117	1100, Reciprocating Engine Oil (MIL-L-6082)
O-117+	1100, O-117 plus cyclohexanone (MIL-L-6082)
O-123	1065, (Dispersant), Reciprocating Engine Oil (MIL-L-22851 Type III)
O-128	1100, (Dispersant), Reciprocating Engine Oil (MIL-L-22851 Type II)
O-132	1005, Jet Engine Oil (MIL-L-6081)
O-133	1010, Jet Engine Oil (MIL-L-6081)
O-147	None, MIL-L-6085A Lubricating Oil, Instrument, Synthetic
O-148	None, MIL-L-7808 (Synthetic Base) Turbine Engine Oil
O-149	None, Aircraft Turbine Engine Synthetic, 7.5c St
O-155	None, MIL-L-6086C, Aircraft, Medium Grade
O-156	None, MIL-L-23699 (Synthetic Base), Turboprop and Turboshaft Engines
JOAP/SOAP	Joint Oil Analysis Program. JOAP support is furnished during normal duty hours, other times on request. (JOAP and SOAP programs provide essentially the same service, JOAP is now the standard joint service supported program.)

## 28 TRANSIENT ALERT (TRAN ALERT)—MILITARY

Tran Alert service is considered to include all services required for normal aircraft turn-around, e.g., servicing (fuel, oil, oxygen, etc.), debriefing to determine requirements for maintenance, minor maintenance, inspection and parking assistance of transient aircraft. Drag chute repack, specialized maintenance, or extensive repairs will be provided within the capabilities and priorities of the base. Delays can be anticipated after normal duty hours/holidays/weekends regardless of the hours of transient maintenance operation. Pilots should not expect aircraft to be serviced for TURN-AROUNDS during time periods when servicing or maintenance manpower is not available. In the case of airports not operated exclusively by US military, the servicing indicated by the remarks will not always be available for US military

aircraft. When transient alert services are not shown, facilities are unknown. NO PRIORITY BASIS—means that transient alert services will be provided only after all the requirements for mission/tactical assigned aircraft have been accomplished.

## **29 AIRPORT REMARKS**

The Attendance Schedule is the months, days and hours the airport is actually attended. Airport attendance does not mean watchman duties or telephone accessibility, but rather an attendant or operator on duty to provide at least minimum services (e.g., repairs, fuel, transportation).

Airport Remarks have been grouped in order of applicability. Airport remarks are limited to those items of information that are determined essential for operational use, i.e., conditions of a permanent or indefinite nature and conditions that will remain in effect for more than 30 days concerning aeronautical facilities, services, maintenance available, procedures or hazards, knowledge of which is essential for safe and efficient operation of aircraft. Information concerning permanent closing of a runway or taxiway will not be shown. A note "See Special Notices" shall be applied within this remarks section when a special notice applicable to the entry is contained in the Special Notices section of this publication.

Parachute Jumping indicates parachute jumping areas associated with the airport. See Parachute Jumping Area section of this publication for additional information.

Landing Fee indicates landing charges for private or non-revenue producing aircraft. In addition, fees may be charged for planes that remain over a couple of hours and buy no services, or at major airline terminals for all aircraft.

Note: Unless otherwise stated, remarks including runway ends refer to the runway's approach end.

## **30 MILITARY REMARKS**

Military Remarks published at a joint Civil/Military facility are remarks that are applicable to the Military. At Military Facilities all remarks will be published under the heading Military Remarks. Remarks contained in this section may not be applicable to civil users. The first group of remarks is applicable to the primary operator of the airport. Remarks applicable to a tenant on the airport are shown preceded by the tenant organization, i.e., (A) (AF) (N) (ANG), etc. Military airports operate 24 hours unless otherwise specified. Airport operating hours are listed first (airport operating hours will only be listed if they are different than the airport attended hours or if the attended hours are unavailable) followed by pertinent remarks in order of applicability. Remarks will include information on restrictions, hazards, traffic pattern, noise abatement, customs/agriculture/immigration, and miscellaneous information applicable to the Military.

Type of restrictions:

CLOSED: When designated closed, the airport is restricted from use by all aircraft unless stated otherwise. Any closure applying to specific type of aircraft or operation will be so stated. USN/USMC/USAF airports are considered closed during non-operating hours. Closed airports may be utilized during an emergency provided there is a safe landing area.

OFFICIAL BUSINESS ONLY: The airfield is closed to all transient military aircraft for obtaining routine services such as fueling, passenger drop off or pickup, practice approaches, parking, etc. The airfield may be used by aircrews and aircraft if official government business (including civilian) must be conducted on or near the airfield and prior permission is received from the airfield manager.

AF OFFICIAL BUSINESS ONLY OR NAVY OFFICIAL BUSINESS ONLY: Indicates that the restriction applies only to services indicated.

PRIOR PERMISSION REQUIRED (PPR): Airport is closed to transient aircraft unless approval for operation is obtained from the appropriate commander through Chief, Airfield Management or Airfield Operations Officer. Official Business or PPR does not preclude the use of US Military airports as an alternate for IFR flights. If a non-US military airport is used as a weather alternate and requires a PPR, the PPR must be requested and confirmed before the flight departs. The purpose of PPR is to control volume and flow of traffic rather than to prohibit it. Prior permission is required for all aircraft requiring transient alert service outside the published transient alert duty hours. All aircraft carrying hazardous materials must obtain prior permission as outlined in AFJI 11-204, AR 95-27, OPNAVINST 3710.7.

Note: OFFICIAL BUSINESS ONLY AND PPR restrictions are not applicable to Special Air Mission (SAM) or Special Air Resource (SPAR) aircraft providing person or persons on board are designated Code 6 or higher as explained in AFJMAN 11-213, AR 95-11, OPNAVINST 3722-8J. Official Business Only or PPR do not preclude the use of the airport as an alternate for IFR flights.

## **31 WEATHER DATA SOURCES**

Weather data sources will be listed alphabetically followed by their assigned frequencies and/or telephone number and hours of operation.

ASOS—Automated Surface Observing System. Reports the same as an AWOS-3 plus precipitation identification and intensity, and freezing rain occurrence (future enhancement).

AWOS—Automated Weather Observing System

AWOS-A—reports altimeter setting (all other information is advisory only).

AWOS-1—reports altimeter setting, wind data and usually temperature, dewpoint and density altitude.

AWOS-2—reports the same as AWOS-1 plus visibility.

AWOS-3—reports the same as AWOS-1 plus visibility and cloud/ceiling data.

See AIM, Basic Flight Information and ATC Procedures for detailed description of AWOS.

HIWAS—See RADIO AIDS TO NAVIGATION

LAWSR—Limited Aviation Weather Reporting Station where observers report cloud height, weather, obstructions to vision, temperature and dewpoint (in most cases), surface wind, altimeter and pertinent remarks.

LLWAS—indicates a Low Level Wind Shear Alert System consisting of a center field and several field perimeter anemometers.

SAWSR—identifies airports that have a Supplemental Aviation Weather Reporting Station available to pilots for current weather information.

SWSL—Supplemental Weather Service Location providing current local weather information via radio and telephone.

TDWR—indicates airports that have Terminal Doppler Weather Radar.

WSP—indicates airports that have Weather System Processor.

When the automated weather source is broadcast over an associated airport NAVAID frequency (see NAVAID line), it shall be indicated by a bold ASOS, AWOS, or HIWAS followed by the frequency, identifier and phone number, if available.

## 32 COMMUNICATIONS

Airport terminal control facilities and radio communications associated with the airport shall be shown. When the call sign is not the same as the airport name the call sign will be shown. Frequencies shall normally be shown in descending order with the primary frequency listed first. Frequencies will be listed, together with sectorization indicated by outbound radials, and hours of operation. Communications will be listed in sequence as follows:

Single Frequency Approach (SFA), Common Traffic Advisory Frequency (CTAF), Automatic Terminal Information Service (ATIS) and Aeronautical Advisory Stations (UNICOM) or (AUNICOM) along with their frequency is shown, where available, on the line following the heading "COMMUNICATIONS." When the CTAF and UNICOM frequencies are the same, the frequency will be shown as CTAF/UNICOM 122.8.

The FSS telephone nationwide is toll free 1-800-WX-BRIEF (1-800-992-7433). When the FSS is located on the field it will be indicated as "on arpt". Frequencies available at the FSS will follow in descending order. Remote Communications Outlet (RCO) providing service to the airport followed by the frequency and FSS RADIO name will be shown when available.

FSS's provide information on airport conditions, radio aids and other facilities, and process flight plans. Airport Advisory Service (AAS) is provided on the CTAF by FSS's for select non-tower airports or airports where the tower is not in operation.

(See AIM, Para 4-1-9 Traffic Advisory Practices at Airports Without Operating Control Towers or AC 90-42C.)

Aviation weather briefing service is provided by FSS specialists. Flight and weather briefing services are also available by calling the telephone numbers listed.

Remote Communications Outlet (RCO)—An unmanned air/ground communications facility that is remotely controlled and provides UHF or VHF communications capability to extend the service range of an FSS.

Civil Communications Frequencies—Civil communications frequencies used in the FSS air/ground system are operated on 122.0, 122.2, 123.6; emergency 121.5; plus receive-only on 122.1.

- a. 122.0 is assigned as the Enroute Flight Advisory Service frequency at selected FSS RADIO outlets.
- b. 122.2 is assigned as a common enroute frequency.
- c. 123.6 is assigned as the airport advisory frequency at select non-tower locations. At airports with a tower, FSS may provide airport advisories on the tower frequency when tower is closed.
- d. 122.1 is the primary receive-only frequency at VOR's.
- e. Some FSS's are assigned 50 kHz frequencies in the 122-126 MHz band (eg. 122.45). Pilots using the FSS A/G system should refer to this directory or appropriate charts to determine frequencies available at the FSS or remotized facility through which they wish to communicate.

Emergency frequency 121.5 and 243.0 are available at all Flight Service Stations, most Towers, Approach Control and RADAR facilities.

Frequencies published followed by the letter "T" or "R", indicate that the facility will only transmit or receive respectively on that frequency. All radio aids to navigation (NAVAID) frequencies are transmit only.

## TERMINAL SERVICES

SFA—Single Frequency Approach.

CTAF—A program designed to get all vehicles and aircraft at airports without an operating control tower on a common frequency.

ATIS—A continuous broadcast of recorded non-control information in selected terminal areas.

D-ATIS—Digital ATIS provides ATIS information in text form outside the standard reception range of conventional ATIS via landline & data link communications and voice message within range of existing transmitters.

AUNICOM—Automated UNICOM is a computerized, command response system that provides automated weather, radio check capability and airport advisory information selected from an automated menu by microphone clicks.

UNICOM—A non-government air/ground radio communications facility which may provide airport information.

PTD—Pilot to Dispatcher.

APP CON—Approach Control. The symbol ® indicates radar approach control.

TOWER—Control tower.

GCA—Ground Control Approach System.

GND CON—Ground Control.

GCO—Ground Communication Outlet—An unstaffed, remotely controlled, ground/ground communications facility. Pilots at uncontrolled airports may contact ATC and FSS via VHF to a telephone connection to obtain an instrument clearance or close a VFR or IFR flight plan. They may also get an updated weather briefing prior to takeoff. Pilots will use four "key clicks" on the



VHF radio to contact the appropriate ATC facility or six “key clicks” to contact the FSS. The GCO system is intended to be used only on the ground.

DEP CON—Departure Control. The symbol (R) indicates radar departure control.

CLNC DEL—Clearance Delivery.

PRE TAXI CLNC—Pre taxi clearance.

VFR ADVSY SVC—VFR Advisory Service. Service provided by Non-Radar Approach Control.

Advisory Service for VFR aircraft (upon a workload basis) ctc APP CON.

COMD POST—Command Post followed by the operator call sign in parenthesis.

PMSV—Pilot-to-Metro Service call sign, frequency and hours of operation, when full service is other than continuous.

PMSV installations at which weather observation service is available shall be indicated, following the frequency and/or hours of operation as “Wx obsn svc 1900-0000Z+” or “other times” may be used when no specific time is given. PMSV facilities manned by forecasters are considered “Full Service”. PMSV facilities manned by weather observers are listed as “Limited Service”.

OPS—Operations followed by the operator call sign in parenthesis.

CON

RANGE

FLT FLW—Flight Following

MEDIVAC

NOTE: Communication frequencies followed by the letter “X” indicate frequency available on request.

## (33) AIRSPACE

Information concerning Class B, C, and part-time D and E surface area airspace shall be published with effective times.

Class D and E surface area airspace that is continuous as established by Rulemaking Docket will not be shown.

CLASS B—Radar Sequencing and Separation Service for all aircraft in CLASS B airspace.

CLASS C—Separation between IFR and VFR aircraft and sequencing of VFR arrivals to the primary airport.

TRSA—Radar Sequencing and Separation Service for participating VFR Aircraft within a Terminal Radar Service Area.

Class C, D, and E airspace described in this publication is that airspace usually consisting of a 5 NM radius core surface area that begins at the surface and extends upward to an altitude above the airport elevation (charted in MSL for Class C and Class D). Class E surface airspace normally extends from the surface up to but not including the overlying controlled airspace.

When part-time Class C or Class D airspace defaults to Class E, the core surface area becomes Class E. This will be formatted as:

**AIRSPACE: CLASS C** svc “times” ctc **APP CON** other times CLASS E:

or

**AIRSPACE: CLASS D** svc “times” other times CLASS E.

When a part-time Class C, Class D or Class E surface area defaults to Class G, the core surface area becomes Class G up to, but not including, the overlying controlled airspace. Normally, the overlying controlled airspace is Class E airspace beginning at either 700’ or 1200’ AGL. This will be formatted as:

**AIRSPACE: CLASS C** svc “times” ctc **APP CON** other times CLASS G, with CLASS E 700’ (or 1200’) AGL & abv:

or

**AIRSPACE: CLASS D** svc “times” other times CLASS G with CLASS E 700’ (or 1200’) AGL & abv:

or

**AIRSPACE: CLASS E** svc “times” other times CLASS G with CLASS E 700’ (or 1200’) AGL & abv.

**NOTE: AIRSPACE SVC “TIMES” INCLUDE ALL ASSOCIATED ARRIVAL EXTENSIONS.** Surface area arrival extensions for instrument approach procedures become part of the primary core surface area. These extensions may be either Class D or Class E airspace and are effective concurrent with the times of the primary core surface area. For example, when a part-time Class C, Class D or Class E surface area defaults to Class G, the associated arrival extensions will default to Class G at the same time. When a part-time Class C or Class D surface area defaults to Class E, the arrival extensions will remain in effect as Class E airspace.

**NOTE: CLASS E AIRSPACE EXTENDING UPWARD FROM 700 FEET OR MORE ABOVE THE SURFACE, DESIGNATED IN CONJUNCTION WITH AN AIRPORT WITH AN APPROVED INSTRUMENT PROCEDURE.**

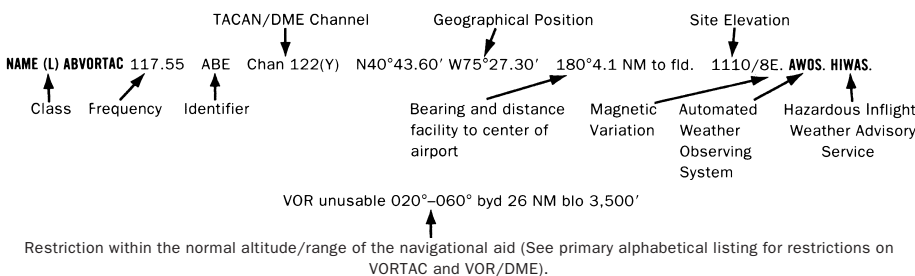
Class E 700’ AGL (shown as magenta vignette on sectional charts) and 1200’ AGL (blue vignette) areas are designated when necessary to provide controlled airspace for transitioning to/from the terminal and enroute environments. Unless otherwise specified, these 700’/1200’ AGL Class E airspace areas remain in effect continuously, regardless of airport operating hours or surface area status. These transition areas should not be confused with surface areas or arrival extensions.

(See Chapter 3, AIRSPACE, in the Aeronautical Information Manual for further details)

34 RADIO AIDS TO NAVIGATION

The Airport/Facility Directory lists, by facility name, all Radio Aids to Navigation that appear on National Aeronautical Navigation Services Visual or IFR Aeronautical Charts and those upon which the FAA has approved an Instrument Approach Procedure, with exception of selected TACANs. Military TACAN information will be published for Military facilities contained in this publication. All VOR, VORTAC, TACAN, ILS and MLS equipment in the National Airspace System has an automatic monitoring and shutdown feature in the event of malfunction. Unmonitored, as used in this publication, for any navigational aid, means that monitoring personnel cannot observe the malfunction or shutdown signal. The NAVAID NOTAM file identifier will be shown as "NOTAM FILE IAD" and will be listed on the Radio Aids to Navigation line. When two or more NAVAIDS are listed and the NOTAM file identifier is different from that shown on the Radio Aids to Navigation line, it will be shown with the NAVAID listing. NOTAM file identifiers for ILSs and its components (e.g., NDB (LOM) are the same as the associated airports and are not repeated. Automated Surface Observing System (ASOS), Automated Weather Observing System (AWOS), and Hazardous Inflight Weather Advisory Service (HIWAS) will be shown when this service is broadcast over selected NAVAIDS.

NAVAID information is tabulated as indicated in the following sample:



Note: Those DME channel numbers with a (Y) suffix require TACAN to be placed in the "Y" mode to receive distance information.

**HIWAS**—Hazardous Inflight Weather Advisory Service is a continuous broadcast of inflight weather advisories including summarized SIGMETs, convective SIGMETs, AIRMETs and urgent PIREPs. HIWAS is presently broadcast over selected VOR's throughout the U.S.

**ASR/PAR**—Indicates that Surveillance (ASR) or Precision (PAR) radar instrument approach minimums are published in the U.S. Terminal Procedures. Only part-time hours of operation will be shown.

RADIO CLASS DESIGNATIONS

VOR/DME/TACAN Standard Service Volume (SSV) Classifications

SSV Class	Altitudes	Distance (NM)
(T) Terminal	1000' to 12,000'	25
(L) Low Altitude	1000' to 18,000'	40
(H) High Altitude	1000' to 14,500'	40
	14,500' to 18,000'	100
	18,000' to 45,000'	130
	45,000' to 60,000'	100

NOTE: Additionally, (H) facilities provide (L) and (T) service volume and (L) facilities provide (T) service. Altitudes are with respect to the station's site elevation. Coverage is not available in a cone of airspace directly above the facility.

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The term VOR is, operationally, a general term covering the VHF omnidirectional bearing type of facility without regard to the fact that the power, the frequency protected service volume, the equipment configuration, and operational requirements may vary between facilities at different locations.

AB _____	Automatic Weather Broadcast.
DF _____	Direction Finding Service.
DME _____	UHF standard (TACAN compatible) distance measuring equipment.
DME(Y) _____	UHF standard (TACAN compatible) distance measuring equipment that require TACAN to be placed in the "Y" mode to receive DME.
GS _____	Glide slope.
H _____	Non-directional radio beacon (homing), power 50 watts to less than 2,000 watts (50 NM at all altitudes).
HH _____	Non-directional radio beacon (homing), power 2,000 watts or more (75 NM at all altitudes).
H-SAB _____	Non-directional radio beacons providing automatic transcribed weather service.
ILS _____	Instrument Landing System (voice, where available, on localizer channel).
IM _____	Inner marker.
ISMLS _____	Interim Standard Microwave Landing System.
LDA _____	Localizer Directional Aid.
LMM _____	Compass locator station when installed at middle marker site (15 NM at all altitudes).
LOM _____	Compass locator station when installed at outer marker site (15 NM at all altitudes).
MH _____	Non-directional radio beacon (homing) power less than 50 watts (25 NM at all altitudes).
MLS _____	Microwave Landing System.
MM _____	Middle marker.
OM _____	Outer marker.
S _____	Simultaneous range homing signal and/or voice.
SABH _____	Non-directional radio beacon not authorized for IFR or ATC. Provides automatic weather broadcasts.
SDF _____	Simplified Direction Facility.
TACAN _____	UHF navigational facility-omnidirectional course and distance information.
VOR _____	VHF navigational facility-omnidirectional course only.
VOR/DME _____	Collocated VOR navigational facility and UHF standard distance measuring equipment.
VORTAC _____	Collocated VOR and TACAN navigational facilities.
W _____	Without voice on radio facility frequency.
Z _____	VHF station location marker at a LF radio facility.

## ILS FACILITY PERFORMANCE CLASSIFICATION CODES

Codes define the ability of an ILS to support autoland operations. The two portions of the code represent Official Category and farthest point along a Category I, II, or III approach that the Localizer meets Category III structure tolerances.

Official Category: I, II, or III; the lowest minima on published or unpublished procedures supported by the ILS.

Farthest point of satisfactory Category III Localizer performance for Category I, II, or III approaches: A – 4 NM prior to runway threshold, B – 3500 ft prior to runway threshold, C – glide angle dependent but generally 750–1000 ft prior to threshold, T – runway threshold, D – 3000 ft after runway threshold, and E – 2000 ft prior to stop end of runway.

ILS information is tabulated as indicated in the following sample:

ILS/DME 108.5 I-ORL Chan 22 Rwy 18. Class IIE. LOM HERNY NDB.

ILS Facility Performance  
Classification Code

## FREQUENCY PAIRING PLAN AND MLS CHANNELING

MLS CHANNEL	VHF FREQUENCY	TACAN CHANNEL	MLS CHANNEL	VHF FREQUENCY	TACAN CHANNEL	MLS CHANNEL	VHF FREQUENCY	TACAN CHANNEL
500	108.10	18X	568	109.45	31Y	636	114.15	88Y
502	108.30	20X	570	109.55	32Y	638	114.25	89Y
504	108.50	22X	572	109.65	33Y	640	114.35	90Y
506	108.70	24X	574	109.75	34Y	642	114.45	91Y
508	108.90	26X	576	109.85	35Y	644	114.55	92Y
510	109.10	28X	578	109.95	36Y	646	114.65	93Y
512	109.30	30X	580	110.05	37Y	648	114.75	94Y
514	109.50	32X	582	110.15	38Y	650	114.85	95Y
516	109.70	34X	584	110.25	39Y	652	114.95	96Y
518	109.90	36X	586	110.35	40Y	654	115.05	97Y
520	110.10	38X	588	110.45	41Y	656	115.15	98Y
522	110.30	40X	590	110.55	42Y	658	115.25	99Y
524	110.50	42X	592	110.65	43Y	660	115.35	100Y
526	110.70	44X	594	110.75	44Y	662	115.45	101Y
528	110.90	46X	596	110.85	45Y	664	115.55	102Y
530	111.10	48X	598	110.95	46Y	666	115.65	103Y
532	111.30	50X	600	111.05	47Y	668	115.75	104Y
534	111.50	52X	602	111.15	48Y	670	115.85	105Y
536	111.70	54X	604	111.25	49Y	672	115.95	106Y
538	111.90	56X	606	111.35	50Y	674	116.05	107Y
540	108.05	17Y	608	111.45	51Y	676	116.15	108Y
542	108.15	18Y	610	111.55	52Y	678	116.25	109Y
544	108.25	19Y	612	111.65	53Y	680	116.35	110Y
546	108.35	20Y	614	111.75	54Y	682	116.45	111Y
548	108.45	21Y	616	111.85	55Y	684	116.55	112Y
550	108.55	22Y	618	111.95	56Y	686	116.65	113Y
552	108.65	23Y	620	113.35	80Y	688	116.75	114Y
554	108.75	24Y	622	113.45	81Y	690	116.85	115Y
556	108.85	25Y	624	113.55	82Y	692	116.95	116Y
558	108.95	26Y	626	113.65	83Y	694	117.05	117Y
560	109.05	27Y	628	113.75	84Y	696	117.15	118Y
562	109.15	28Y	630	113.85	85Y	698	117.25	119Y
564	109.25	29Y	632	113.95	86Y			
566	109.35	30Y	634	114.05	87Y			

## FREQUENCY PAIRING PLAN AND MLS CHANNELING

The following is a list of paired VOR/ILS VHF frequencies with TACAN channels and MLS channels.

TACAN CHANNEL	VHF FREQUENCY	MLS CHANNEL	TACAN CHANNEL	VHF FREQUENCY	MLS CHANNEL	TACAN CHANNEL	VHF FREQUENCY	MLS CHANNEL
2X	134.5	-	19Y	108.25	544	25X	108.80	-
2Y	134.55	-	20X	108.30	502	25Y	108.85	556
11X	135.4	-	20Y	108.35	546	26X	108.90	508
11Y	135.45	-	21X	108.40	-	26Y	108.95	558
12X	135.5	-	21Y	108.45	548	27X	109.00	-
12Y	135.55	-	22X	108.50	504	27Y	109.05	560
17X	108.00	-	22Y	108.55	550	28X	109.10	510
17Y	108.05	540	23X	108.60	-	28Y	109.15	562
18X	108.10	500	23Y	108.65	552	29X	109.20	-
18Y	108.15	542	24X	108.70	506	29Y	109.25	564
19X	108.20	-	24Y	108.75	554	30X	109.30	512

2								
2								
TACAN CHANNEL	VHF FREQUENCY	MLS CHANNEL	TACAN CHANNEL	VHF FREQUENCY	MLS CHANNEL	TACAN CHANNEL	VHF FREQUENCY	MLS CHANNEL
30Y	109.35	566	63X	133.60	-	95Y	114.85	650
31X	109.40	-	63Y	133.65	-	96X	114.90	-
31Y	109.45	568	64X	133.70	-	96Y	114.95	652
32X	109.50	514	64Y	133.75	-	97X	115.00	-
32Y	109.55	570	65X	133.80	-	97Y	115.05	654
33X	109.60	-	65Y	133.85	-	98X	115.10	-
33Y	109.65	572	66X	133.90	-	98Y	115.15	656
34X	109.70	516	66Y	133.95	-	99X	115.20	-
34Y	109.75	574	67X	134.00	-	99Y	115.25	658
35X	109.80	-	67Y	134.05	-	100X	115.30	-
35Y	109.85	576	68X	134.10	-	100Y	115.35	660
36X	109.90	518	68Y	134.15	-	101X	115.40	-
36Y	109.95	578	69X	134.20	-	101Y	115.45	662
37X	110.00	-	69Y	134.25	-	102X	115.50	-
37Y	110.05	580	70X	112.30	-	102Y	115.55	664
38X	110.10	520	70Y	112.35	-	103X	115.60	-
38Y	110.15	582	71X	112.40	-	103Y	115.65	666
39X	110.20	-	71Y	112.45	-	104X	115.70	-
39Y	110.25	584	72X	112.50	-	104Y	115.75	668
40X	110.30	522	72Y	112.55	-	105X	115.80	-
40Y	110.35	586	73X	112.60	-	105Y	115.85	670
41X	110.40	-	73Y	112.65	-	106X	115.90	-
41Y	110.45	588	74X	112.70	-	106Y	115.95	672
42X	110.50	524	74Y	112.75	-	107X	116.00	-
42Y	110.55	590	75X	112.80	-	107Y	116.05	674
43X	110.60	-	75Y	112.85	-	108X	116.10	-
43Y	110.65	592	76X	112.90	-	108Y	116.15	676
44X	110.70	526	76Y	112.95	-	109X	116.20	-
44Y	110.75	594	77X	113.00	-	109Y	116.25	678
45X	110.80	-	77Y	113.05	-	110X	116.30	-
45Y	110.85	596	78X	113.10	-	110Y	116.35	680
46X	110.90	528	78Y	113.15	-	111X	116.40	-
46Y	110.95	598	79X	113.20	-	111Y	116.45	682
47X	111.00	-	79Y	113.25	-	112X	116.50	-
47Y	111.05	600	80X	113.30	-	112Y	116.55	684
48X	111.10	530	80Y	113.35	620	113X	116.60	-
48Y	111.15	602	81X	113.40	-	113Y	116.65	686
49X	111.20	-	81Y	113.45	622	114X	116.70	-
49Y	111.25	604	82X	113.50	-	114Y	116.75	688
50X	111.30	532	82Y	113.55	624	115X	116.80	-
50Y	111.35	606	83X	113.60	-	115Y	116.85	690
51X	111.40	-	83Y	113.65	626	116X	116.90	-
51Y	111.45	608	84X	113.70	-	116Y	116.95	692
52X	111.50	534	84Y	113.75	628	117X	117.00	-
52Y	111.55	610	85X	113.80	-	117Y	117.05	694
53X	111.60	-	85Y	113.85	630	118X	117.10	-
53Y	111.65	612	86X	113.90	-	118Y	117.15	696
54X	111.70	536	86Y	113.95	632	119X	117.20	-
54Y	111.75	614	87X	114.00	-	119Y	117.25	698
55X	111.80	-	87Y	114.05	634	120X	117.30	-
55Y	111.85	616	88X	114.10	-	120Y	117.35	-
56X	111.90	538	88Y	114.15	636	121X	117.40	-
56Y	111.95	618	89X	114.20	-	121Y	117.45	-
57X	112.00	-	89Y	114.25	638	122X	117.50	-
57Y	112.05	-	90X	114.30	-	122Y	117.55	-
58X	112.10	-	90Y	114.35	640	123X	117.60	-
58Y	112.15	-	91X	114.40	-	123Y	117.65	-
59X	112.20	-	91Y	114.45	642	124X	117.70	-
59Y	112.25	-	92X	114.50	-	124Y	117.75	-
60X	133.30	-	92Y	114.55	644	125X	117.80	-
60Y	133.35	-	93X	114.60	-	125Y	117.85	-
61X	133.40	-	93Y	114.65	646	126X	117.90	-
61Y	133.45	-	94X	114.70	-	126Y	117.95	-
62X	133.50	-	94Y	114.75	648			
62Y	133.55	-	95X	114.80	-			

**(35) COMM/NAV/WEATHER REMARKS:**  
 These remarks consist of pertinent information affecting the current status of communications, NAVAIDs and weather.

**ABERDEEN/AMORY****MONROE CO** (M40) 4 NE UTC-6(-5DT) N33°52.43' W88°29.38'**MEMPHIS**

226 B S2 FUEL 100LL, JET A NOTAM FILE GWO

L-18H

RWY 18-36: H4999X75 (ASPH) S-21 MIRL

IAP

RWY 18: REIL. VASI(V4L). Trees. RWY 36: Tree.

**AIRPORT REMARKS:** Attended 1400-2300Z. For fuel after hrs call:

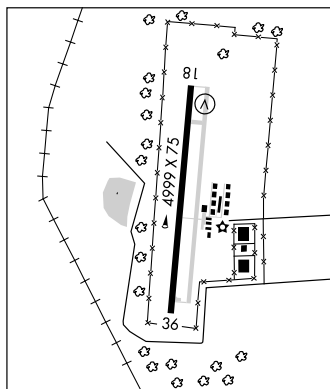
662-319-7017/315-4414. Major powerplant repairs avbl. Free phone avbl outside 662-369-4800. Arpt lgts opr 0400-1200Z. REIL Rwy 18 operates intermittently. Check NOTAMS. ACTIVATE MIRL Rwy 18-36 and REIL Rwy 18—CTAF. VASI Rwy 18 opr continuously.

**WEATHER DATA SOURCES:** AWOS-3 118.475 (662) 369-3498.**COMMUNICATIONS:** CTAF/UNICOM 122.8

® **COLUMBUS APP/DEP CON** 126.075 (1300-0100Z Mon-Fri, 1600-2300Z Sun, clsd Sat and holidays. Other times ctc

**MEMPHIS CENTER APP/DEP CON** 127.1**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.**BIGBEE (L) VORTACW** 116.2 IGB Chan 109 N33°29.13'

W88°30.82' 359° 23.3 to fld. 240/04E. HIWAS.

**ACKERMAN CHOCTAW CO** (9M4) 3 W UTC-6(-5DT) N33°18.21' W89°13.70'**MEMPHIS**

552 B NOTAM FILE GWO

L-18G

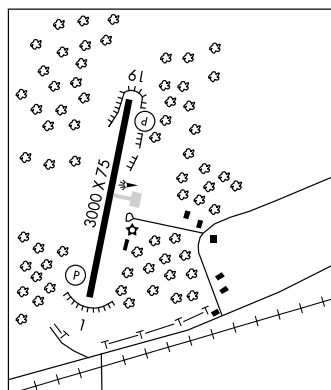
RWY 01-19: H3000X75(ASPH) S-19.5 MIRL

RWY 01: PAPI(P2L)—GA 3.0° TCH 42'.

RWY 19: PAPI(P2L)—GA 3.0° TCH 34'. Tree.

**AIRPORT REMARKS:** Unattended. Wildlife on and invof arpt.**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.**BIGBEE (L) VORTACW** 116.2 IGB Chan 109 N33°29.13'

W88°30.82' 249° 37.5 NM to fld. 240/04E. HIWAS.

**ALLEN** N32°24.75' W90°07.17' NOTAM FILE JAN.**MEMPHIS**

NDB (LOM) 365 JA 157° 6.5 NM to Jackson-Evers Intl. Unmonitored 0500-1200Z.

L-18G

**BATESVILLE****PANOLA CO** (PMU) 4 NE UTC-6(-5DT) N34°21.81' W89°53.57'**MEMPHIS**

221 B S4 FUEL 100LL, JET A NOTAM FILE GWO

H-6J, L-18G

RWY 01-19: H5000X75 (ASPH) S-30 MIRL

IAP

RWY 01: PAPI(P2L)—GA 4.0° TCH 39'. Thld dsplcd 590'. Trees.

RWY 19: PAPI(P2L)—GA 4.0° TCH 39'. Trees.

**AIRPORT REMARKS:** Attended dalgt hrs. Self-service on 100LL with credit card. For attendant after hrs call

662-487-2609 or 662-563-5700. Parachute Jumping. Ultralight activity on and invof arpt. Rwy 01-19 lgts OTS indef. PAPI Rwy 01 and Rwy 19 opr dusk to 0400Z. After 0400Z ACTIVATE—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.225 (662) 563-6267.**COMMUNICATIONS:** CTAF/UNICOM 122.8® **MEMPHIS APP/DEP CON** 128.5**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.**HOLLY SPRINGS (L) VORTAC** 112.4 HLI Chan 71 N34°46.22' W89°29.79' 216° 31.3 NM to fld. 630/03E.

ILS/DME 110.35 I-PMU Chan 40(Y) Rwy 19. LOC only.

**BAYOU** N30°29.13' W89°09.73' NOTAM FILE GPT.  
**NDB (LOM)** 360 GP 132° 6.7 NM to Gulfport—Biloxi Intl.

**NEW ORLEANS**  
**L-21C, 22G**

## BAY ST LOUIS

**STENNIS INTL** (HSA) 8 NW UTC-6(-5DT) N30°22.07' W89°27.28'

**NEW ORLEANS**

23 B S4 **FUEL** 100LL JET A Class IV, ARFF Index A. NOTAM FILE HSA  
**Rwy 18-36:** H8497X150 (ASPH-GRVD) S-120, D-170, 2S-175, 2D-270 HIRL

**H-7E, 8F, L-21B, 22G, GOMC**  
**IAP**

**Rwy 18:** MALSR. PAPI(P4L)—GA 3.0° TCH 53'. Tree.

**Rwy 36:** REIL. PAPI(P4L)—GA 3.0° TCH 55'. Trees.

**AIRPORT REMARKS:** Attended 1230-0130Z†. For fuel after hrs call 228-463-0404 or 228-467-7070. For major and minor repairs after hrs call 228-467-3222. CLOSED to air carrier ops with more than 30 passenger seats except 48 hr PPR call arpt manager 228-467-7070. Numerous flocks of birds AER 36. Numerous low flying fish spotter acft ops near shoreline between Gulfport and Bay St Louis SR-SS. ACTIVATE HIRL Rwy 18-36, REIL Rwy 36—CTAF. ACTIVATE MALSR Rwy 18 127.15.

**WEATHER DATA SOURCES:** AWOS-3 118.375 (228) 466-9320. OTS indef.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

Ⓡ **GULFPORT APP/DEP CON** 124.6 (130°-309°) 127.5 (310°-129°) (1200-0500Z‡)

Ⓡ **HOUSTON CENTER APP/DEP CON** 132.6 (0500-1200Z‡)

**TOWER** 127.15 (1300-0300Z‡) **GND CON** 121.725

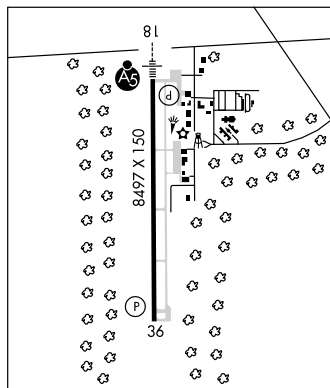
**AIRSPACE:** CLASS D svc 1300-0300Z‡ other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GPT.

**GULFPORT (L) VORTAC** 109.0 GPT Chan 27 N30°24.41' W89°04.61' 263° 19.7 NM to fld. 23/02E. **HIWAS.**

**HANCO NDB (MHW/LOM)** 221 HS N30°27.06' W89°27.32' 179° 5 NM to fld.

**ILS** 110.35 I-HSA Rwy 18. LOM Hanco NDB.



## BAY SPRINGS

**THIGPEN FLD** (ØØM) 3 SE UTC-6(-5DT) N31°57.23' W89°14.12'

**NEW ORLEANS**

351 B NOTAM FILE GWO

**L-18G**

**Rwy 16-34:** H3000X50 (ASPH) S-8 MIRL

**Rwy 16:** Tree. **Rwy 34:** Tree.

**AIRPORT REMARKS:** Attended Mon-Fri 1300-2300Z‡.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

**EATON (L) VORTAC** 110.6 LBY Chan 43 N31°25.12' W89°20.26' 004° 32.5 NM to fld. 290/05E.

## BELMONT

**TISHOMINGO CO** (Ø1M) 2 S UTC-6(-5DT) N34°29.50' W88°12.07'

**MEMPHIS**

578 B S4 **FUEL** 100LL, JET A NOTAM FILE GWO

**L-18H**

**Rwy 17-35:** H4000X60 (ASPH) S-20 MIRL

**Rwy 17:** Thld displcd 500'. Trees.

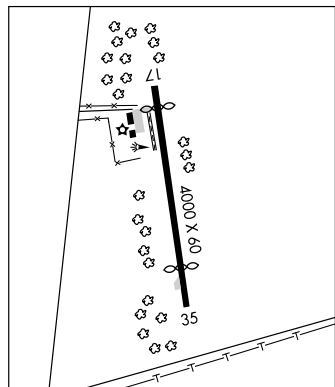
**Rwy 35:** Thld displcd 977'. Trees.

**AIRPORT REMARKS:** Attended Mon-Sat 1300-2300Z‡. For fuel and svc after hrs call 662-454-9989 or 662-424-0846. Rwy 17 displcd thld not lighted. BCN lgt does not rotate. ACTIVATE MIRL Rwy 17-35—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ANB.

**HAMILTON (L) VORTACW** 110.4 HAB Chan 41 N34°11.71' W88°00.75' 330° 20.1 NM to fld. 810/02E. **HIWAS.**



**BELZONI MUNI** (1M2) 3 SW UTC-6(-5DT) N33°08.71' W90°30.92'

MEMPHIS  
L-18G

110 B TPA-1210(1100) NOTAM FILE GWO

RWY 03-21: H3000X50 (ASPH) S-24 MIRL

RWY 03: P-line. RWY 21: Twr.

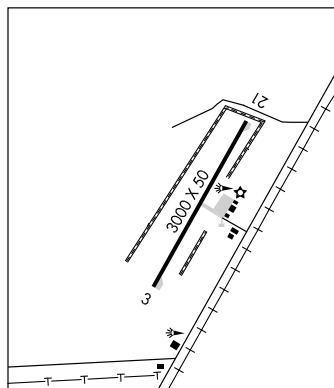
**AIRPORT REMARKS:** Unattended. Arpt CLOSED at ngt. Rwy 21 has 4' ditch 130' from thld. MIRL Rwy 03-21 Preset low ints; higher ints ACTIVATE-CTAF.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

SIDON (H) VORTAC 114.7 SQS Chan 94 N33°27.83'

W90°16.64' 209° 22.5 NM to fld. 125/03E.



**BIGBEE** N33°29.13' W88°30.82' NOTAM FILE GWO.

MEMPHIS  
H-6J, L-18G

(L) VORTACW 116.2 IGB Chan 109 238° 4.4 NM to Golden Triangle Rgnl. 240/04E. HIWAS.

VOR portion unusable: 200°-260° blo 5000'.

RCO 123.65 (GREENWOOD RADIO)

**BOONEVILLE/BALDWIN** (8M1) 6 SW UTC-6(-5DT) N34°35.51' W88°38.91'

MEMPHIS  
H-6J, L-18G  
IAP

384 B FUEL 100LL, JET A NOTAM FILE GWO

RWY 15-33: H5000X75 (ASPH-GRVD) S-20 MIRL

RWY 15: REIL. Trees. RWY 33: REIL. Trees.

**AIRPORT REMARKS:** Attended 1300-2000Z+. Fuel 24 hr credit card svc avbl. ACTIVATE MIRL Rwy 15-33-CTAF.

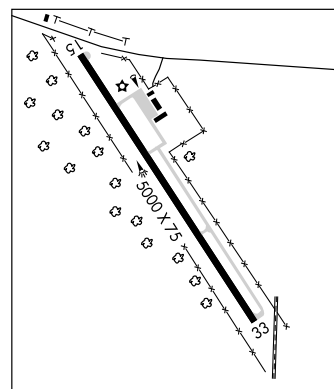
**COMMUNICATIONS:** CTAF/UNICOM 122.8

MEMPHIS CENTER APP/DEP CON 135.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE TUP.

TUPELO (L) VORW/DME 109.8 OTB Chan 35 N34°13.43'

W88°47.84' 015° 23.2 NM to fld. 360/04E.



**BRENZ** N32°24.78' W90°15.68' NOTAM FILE HKS.

MEMPHIS  
L-18G

NDB (MHW/LDM) 260 JH 157° 5.1 NM to Hawkins Fld. NDB unmonitored 0300-1300Z+.



**BROOKHAVEN—LINCOLN CO** (1R7) 3 NE UTC-6(-5DT) N31°36.35' W90°24.56'

NEW ORLEANS

489 B FUEL 100LL, JET A NOTAM FILE GWO

H-6J, L-22F

RWY 04-22: H5000X75 (ASPH) S-27 MIRL

IAP

RWY 04: PAPI(P2L)—GA 3.0° TCH 40'. Thld dsplcd 632'. Trees.

RWY 22: PAPI(P2L)—GA 3.0° TCH 40'. Thld dsplcd 1000'. Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-1800Z†. For attendant after hours call 601-918-3671. Fuel svc avbl 24 hrs with credit card. Tall trees on AER 22. For local wx call 601-833-3209. Wind indicator lgt opr dusk-dawn. ACTIVATE MIRL Rwy 4-22—CTAF. PAPI Rwy 04 opr dusk-dawn. PAPI Rwy 22 opr continuously.

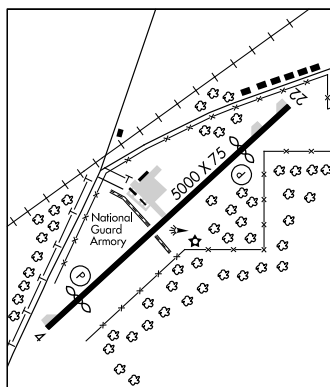
**WEATHER DATA SOURCES:** AWOS-3 118.125 (601) 833-3209.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ **HOUSTON CENTER APP/DEP CON** 126.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCB.

McCOMB (H) VORTAC 116.7 MCB Chan 114 N31°18.27'

W90°15.49' 334° 19.6 NM to fld. 440/03E. HIWAS.

**BRUCE CAMPBELL FLD** (See MADISON)**BRYAN** N33°25.92' W88°51.02' NOTAM FILE GWO.

MEMPHIS

NDB (MHW) 281 STF at George M. Bryan. NDB unmonitored.

L-18G

**CALEDONIA** N33°38.49' W88°26.31' NOTAM FILE CBM.

MEMPHIS

(T) VORTAC 115.2 CBM Chan 99 at Columbus AFB. 250/OE. Monitored Mon-Fri 1300-0100Z†, Sun 1600-2300Z†. No NOTAM MP Mon-Fri 0300-1030Z†. Sun 1300-1500Z†.

L-18H

**CALHOUN CO** (See PITTSBORO)**C. A. MOORE** (See LEXINGTON)**CARTHAGE—LEAKE CO** (Ø8M) 2 N UTC-6(-5DT) N32°45.70' W89°31.82'

MEMPHIS

457 B S4 FUEL 100LL NOTAM FILE GWO

L-18G

RWY 17-35: H3000X75 (ASPH) S-20 MIRL

RWY 17: Trees. RWY 35: Trees.

**AIRPORT REMARKS:** Unattended. For fuel call 601-267-7717. ACTIVATE MIRL Rwy 17-35—CTAF.**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE JAN.

JACKSON (H) VORTAC 112.6 JAN Chan 73 N32°30.45' W90°10.06' 060° 35.7 NM to fld. 360/05E.

**CHARLESTON MUNI** (Ø9M) 2 S UTC-6(-5DT) N33°59.48' W90°04.71'

MEMPHIS

175 B NOTAM FILE GWO

L-18G

RWY 18-36: H3000X50 (ASPH) S-18 MIRL

RWY 18: Trees. RWY 36: Poles.

**AIRPORT REMARKS:** Unattended. Public phone avbl 662-647-9484.**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

SIDON (H) VORTAC 114.7 SQS Chan 94 N33°27.83' W90°16.64' 014° 33.1 NM to fld. 125/03E.

**CLARKE CO** (See QUITMAN)

**CLARKSDALE****FLETCHER FLD** (CKM) 7 NE UTC-6(-5DT) N34°17.98' W90°30.74'

173 B FUEL 100LL, JET A NOTAM FILE GWO

RWY 18-36: H5404X100 (ASPH) S-25, D-32 MIRL

RWY 18: REIL. PAPI(P2L)—GA 3.0° TCH 27'.

RWY 36: REIL. PAPI(P2L)—GA 3.0° TCH 27. Trees.

**AIRPORT REMARKS:** Attended dalgt hrs. Numerous agricultural acft opr W of North/South twy. Acft dep N; land S. Rwy 18-36 1 hr PPR for acft over 30,000 lbs, call 662-624-5554. Public phone avbl 662-624-9231. REIL Rwy 18 OTS indef. REIL Rwy 36 OTS indef.

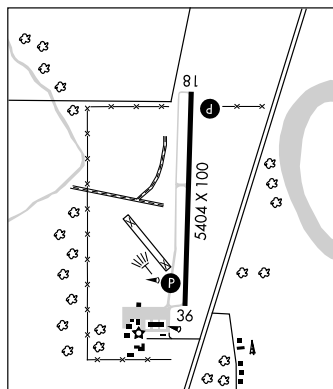
ACTIVATE MIRL Rwy 18-36; PAPI and REIL Rwy 18 and 36—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 120.675 (662) 624-9777. OTS indef.**COMMUNICATIONS:** CTAF/UNICOM 122.8

Ⓡ MEMPHIS CENTER APP/DEP CON 135.3

**RADIO AIDS TO NAVIGATION:** NOTAM FILE JBR.

MARVELL (L) VOR/DME 109.6 UJM Chan 33 N34°34.50'  
W90°40.46' 153° 18.3 NM to fld. 241/1E.



MEMPHIS

H-6J, L-18G

IAP

**CLEVELAND MUNI** (RNV) 2 NW UTC-6(-5DT) N33°45.67' W90°45.47'

139 B S4 FUEL 100LL, JET A NOTAM FILE GWO

RWY 17-35: H4002X75 (ASPH) S-26 MIRL

RWY 17: PAPI(P4L)—GA 3.0° TCH 63'. Trees.

RWY 35: PAPI(P4L)—GA 3.0° TCH 40'. Tree.

**AIRPORT REMARKS:** Attended Mon-Sat 1400-0000Z†, Sun 1900-2300Z†. Heavy concentration of student activity on and invof arpt—please check fld. PAEW invof Rwy 17-35 and twy indef. Rwy 17-35 thld lgts 93 ft from thld. Public telephone avbl in pre-flight room 662-843-8016. ACTIVATE MIRL Rwy 17-35—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 124.175 (662) 843-3021.**COMMUNICATIONS:** CTAF/UNICOM 122.725

MEMPHIS CENTER APP/DEP CON 135.875

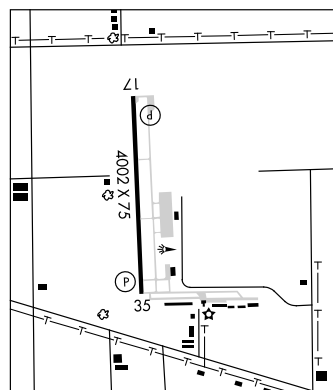
**RADIO AIDS TO NAVIGATION:** NOTAM FILE GLH.

GREENVILLE (L) VOR/DME 110.2 GLH Chan 39 N33°31.41'  
W90°58.98' 034° 18.2 NM to fld. 130/04E.

RENOVA NDB (MHW) 272 RNV N33°48.42' W90°45.76'

171° 2.8 NM to fld. NOTAM FILE GWO.

NDB unmonitored. NDB unusable byd 20 NM.



MEMPHIS

L-18F

IAP

**COLUMBIA—MARION CO** (ØRØ) 3 N UTC-6(-5DT) N31°17.82' W89°48.77'

265 B S4 FUEL 100LL NOTAM FILE GWO

RWY 05-23: H4460X70 (ASPH) S-30 MIRL 0.5% up NE

RWY 05: Trees.

RWY 23: REIL. Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z†, Sat-Sun on call.

For attendant after hrs call 601-517-4042. Fuel svc avbl 24 hrs with credit card. Rwy 23 REIL OTS indef.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

® **HOUSTON CENTER APP/DEP CON** 126.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

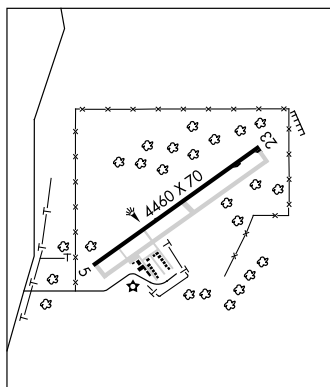
EATON (L) VORTAC 110.6 LBV Chan 43 N31°25.12'

W89°20.26' 249° 25.5 NM to fld. 290/05E.

NEW ORLEANS

L-21B, 22F

IAP



**COLUMBUS AFB** (CBM)(KCBM) AF 9 N UTC-6(-5DT) N33°38.71' W88°26.76'

**MEMPHIS**

219 B TPA—See Remarks Class I, ARFF Index A NOTAM FILE CBM Not insp.

**H-6J, L-18H**

**RWY 13C-31C:** H12004X300 (ASPH-CONC) PCN 52 F/A/W/T HIRL

**DIAP, AD**

**RWY 13C:** ALSF1. PAPI(P2L)—GA 3.0° TCH 40'.

**RWY 31C:** ALSF1. PAPI(P2L)—GA 3.0° TCH 48'.

**RWY 13L-31R:** H8001X150 (ASPH-CONC) PCN 35 R/B/W/T HIRL

**RWY 13L:** PAPI(P2L)—GA 3.5°.

**RWY 31R:** PAPI(P2L)—GA 3.5°.

**RWY 13R-31L:** H6315X175 (CONC-GRVD) PCN 69 R/B/W/T MIRL

**RWY 13R:** PAPI(P2L).

**RWY 31L:** PAPI(P2L).

#### ARRESTING GEAR/SYSTEM

**RWY 13C** MA-1A CHAG (101' OVRN)

**MA-1A CHAG (103') RWY 31C**

**RWY 13L** BAK-15 CHAG (120' OVRN)

**MA-1A CHAG (120' OVRN) RWY 31R**

**MILITARY SERVICE: A-GEAR** MA-1A continue raised position on dep end of center rwy, down and disconnected on apch end. **JASU** 1(MD-3) 2(A/M32A-86) 3(MA-1A) **FUEL** J8 **FLUID** LPOX LOX **OIL** O-148-156; SOAP—results avbl Mon-Fri. **TRAN ALERT** Limited fleet svc avbl.

**MILITARY REMARKS:** Tran opr weekdays 1300-0100Z†, Sun 1800-2300Z†, CLOSED holidays. See FLIP AP/1

Supplementary Arpt Remarks. **RSTD** PPR, ctc Base OPS DSN 742-2998, C662-434-2998/2861 PPR ltd during student training. Overhead apch not authorized during student training opr. All tran aircrews check in with Base OPS. Expect radar vector for full stop ldg during student training. Altitude restricted for VMC dep acft. PPR, only 4 acft per hr during student training. **CAUTION** Uncontrolled vehicle tfc on twy and ramps. Do not mistake parallel twy to Rwy 13R-31L for rwy. Rwy 13R-31L additional markings for base assign T-38 emergency lndg only. Rwy 13R overrun 1000' full strength pavement, Rwy 31L overrun 1635' full strength pavement. Exercise caution braking when wet, ponding conditions exist. Braking action less than expected, reduced rwy skid resistance and high potential for hydroplaning all rwys when wet. T-1 Ramp E of control twy is located in Rwy 31L clear zone. Acft within Rwy Supervisory Unit (RSU) practice area are not Class C participants. RSU practice areas are defined in FLIP AP/1 Supplementary Arpt Remark. **TFC PAT** TPA—Overhead 1700(1481), Rectangular 1200(981), Helicopter 700(481). **NS ABTMT** Quiet hr daily 0400-1200Z†. **MISC** Call Base OPS to determine available tran parking space and status of student training on weekend. Base OPS DSN 742-2861/2998, C662-434-2998/2861. Limited hangar space avbl Apr-Dec. First 3500' Rwy 13C and first 3525' Rwy 31C is grooved concrete, middle 4975' is asphalt. First 1000' Rwy 13L-31R is concrete, mid 6000' is asphalt. Augmented wx observation view limited, restricted from 140°-320° by flightline facilities and trees. Standard USAF RSRs applied. ATC personnel in accordance with the cooperative wx watch will alert wx personnel on any unreported wx condition that could affect flt safety. Auto AN/FMQ-19 ASOS in use located near GS Rwy 13C-31C. Augmented/backed up AN/FMQ-19 ASOS in use when requested during opr hr and for resource protection. Opr hr may vary with local flying schedule. ASOS obsn avbl at DSN 742-1281.

**COMMUNICATIONS:** ATIS 115.2 273.5 (Mon-Fri 1300-0100Z†, 1600-2300Z† Sun, clsd Sat and holidays.)

PTD 142.3 376.0

**(R) APP CON** 126.075 239.25 (310°-090°) 132.025 291.65 (090°-165°) 135.6 323.275 (165°-310°) (133.25 307.8 Arr) 121.075 134.55

**TOWER** 126.65 379.925 (Mon-Fri 1300-0100Z†, 1600-2300Z† Sun, clsd Sat and holidays.)

**GND CON** 121.9 275.8 **CLNC DEL** 269.55

**(R) DEP CON** 132.025 135.6 291.65 323.275 **PMSV METRO** 354.6 (Full svc weekdays 1000-0100Z†; Sun 1400-2300Z†, C800-982-4257 Option 6; no service other times, and hol. Opr hr may vary with local flying schedule. Remote briefing svc avbl Barksdale AFB from 26 OWS DSN 331-2651/2/3, C318-529-2651/2/3. ASOS obsn avbl at DSN 742-1281.) **SOF** 252.1

**AIRSPACE:** CLASS C svc Mon-Fri 1300-0100Z†, Sat, Sun and holidays 1600-2300Z†, other times CLASS G. Class E airspace 700' AGL and above.

#### RADIO AIDS TO NAVIGATION: NOTAM FILE CBM.

**CALEDONIA (T) VORTAC** 115.2 CBM Chan 99 N33°38.49' W88°26.31' at fld. 250/OE. Monitored Mon-Fri 1300-0100Z†, Sun 1600-2300Z†. No NOTAM MP Mon-Fri 0300-1030Z†, Sun 1300-1500Z†.

**BIGBEE (L) VORTACW** 116.2 IGB Chan 109 N33°29.13' W88°30.82' 016° 10.1 NM to fld. 240/4E. **HIWAS.**

**ILS** 109.3 I-CBM Rwy 13C. Monitored Mon-Fri 1300-0100Z†, Sun 1600-2300Z†. No NOTAM MP Mon-Fri 0300-1030Z†, Sun 1200-1400Z†.

**ILS** 108.7 I-TBB Rwy 31C.

**COLUMBUS—LOWNDES CO** (UBS) 3 SE UTC-6(-5DT)

N33°27.92' W88°22.82'

188 B S4 FUEL 100LL, JET A NOTAM FILE GWO

RWY 18-36: H4500X100 (ASPH) S-40, D-70, 2S-89, 2D-120 MIRL

RWY 18: VASI(V2L)—GA 3.0°TCH 25'. Trees. RWY 36: Trees.

**AIRPORT REMARKS:** Attended Mon-Sat 1400-2300Z†, Sun 1600-2300Z†. Fuel service after hrs, call 662-327-6907. Public phone avbl outside terminal building 662-327-9852. MIRL Rwy 18-36 ops dusk-0400Z†, after 0400Z† ACTIVATE—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

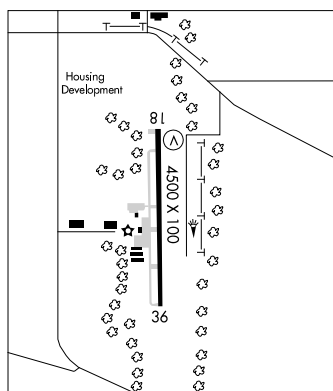
Ⓡ **COLUMBUS APP/DEP CON** 135.6 (1300-0100Z† Mon-Fri; 1600-2300Z† Sun, clsd Sat and holidays. Other times ctc

Ⓡ **MEMPHIS CENTER APP/DEP CON** 127.1

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

**BIGBEE (L) VORTACW** 116.2 IGB Chan 109 N33°29.13' W88°30.82' 096° 6.8 NM to fld. 240/04E. **HIWAS.**

**MEMPHIS**  
L-18H  
IAP

**COLUMBUS/W POINT/STARKVILLE****GOLDEN TRIANGLE RGNL** (GTR) 10 W UTC-6(-5DT) N33°27.02' W88°35.48'

264 B S2 FUEL 100LL, JET A ARFF Index—See Remarks NOTAM FILE GTR

RWY 18-36: H6497X150 (ASPH) S-133, D-200, 2D-300

PCN 30 F/B/Y/T HIRL

RWY 18: MALSR. VASI(V4L)—GA 3.0°TCH 56'.

RWY 36: REIL. VASI(V4L)—GA 3.0°TCH 56'.

**AIRPORT REMARKS:** Attended continuously. Class I, Index B ARFF equipment avbl ctc arpt manager 662-327-4422. Birds and wildlife invof arpt. When twr clsd, all acft opr locally at GTR arpt must have a two way radio capable of transmitting/receiving CTAF and maintain radio contact. One stop transient acft exempt from requirement. ACTIVATE HIRL Rwy 18-36; MALSR Rwy 18; REIL Rwy 36 and twy lgts—118.2.

**WEATHER DATA SOURCES:** AWOS-3 126.375 (662) 328-7798.**COMMUNICATIONS:** CTAF 118.2 ATIS 126.375 UNICOM 122.95

Ⓡ **COLUMBUS APP/DEP CON** 135.6 (1300-0100Z† Mon-Fri; 1600-2300Z† Sun, clsd Sat and holidays. Other times ctc

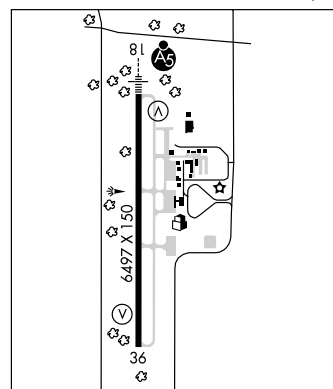
**MEMPHIS CENTER APP/DEP CON** 127.1**COLUMBUS CLNC DEL** 126.25**TOWER** 118.2 (1200-0200Z†) **GND CON/CLNC DEL** 135.375**AIRSPACE:** CLASS D svc (1200-0200Z†) other times CLASS E.**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

**BIGBEE (L) VORTACW** 116.2 IGB Chan 109 N33°29.13' W88°30.82' 238°4.4 NM to fld. 240/04E. **HIWAS.**

**ILS** 110.7 I-GTR Rwy 18. (Unmonitored 0500-1130Z†).

**LOC/DME** 111.15 I-RVT Chan 48(Y) Rwy 36.

**MEMPHIS**  
H-6J, L-18H  
IAP, AD

**COPIAH CO** (See CRYSTAL SPRINGS)

## CORINTH

**ROSCOE TURNER** (CRX) 4 SW UTC-6(-5DT) N34°54.90' W88°36.21'

MEMPHIS

425 B S4 FUEL 100LL, JET A NOTAM FILE GWO

H-6J, L-18G

RWY 18-36: H6500X100 (ASPH-GRVD) S-30 MIRL 0.3% up S

IAP

RWY 18: MALSR. PAPI(P2L)—GA 3.0° TCH 45'.

RWY 36: PAPI(P2L)—GA 3.0° TCH 54'.

AIRPORT REMARKS: Attended Mon-Sat dalgt, Sun 1400Z±-dusk.

ACTIVATE MIRL Rwy 18-36, MALSR Rwy 18—CTAF.

WEATHER DATA SOURCES: AWOS-3 118.675 (662) 287-5103.

COMMUNICATIONS: CTAF/UNICOM 122.8

® MEMPHIS CENTER APP/DEP CON 135.9

RADIO AIDS TO NAVIGATION: NOTAM FILE MKL.

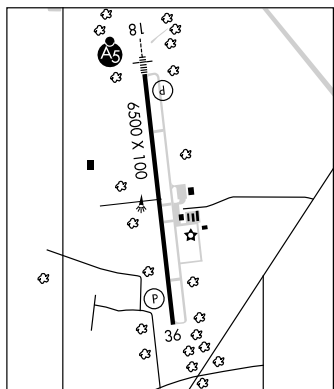
JACKS CREEK (L) VOR/DME 109.4 JKS Chan 31 N35°35.94'

W88°21.54' 194° 42.7 NM to fld. 630/02E.

SEYER NDB(LOM) 334 UU N35°00.93' W88°36.94' 173° 6.1

NM to fld.

ILS 111.1 I-UUR Rwy 18 Class IA. LOM SEYER NDB.

**CROSBY MUNI** (C71) 1 NE UTC-6(-5DT) N31°17.76' W91°03.17'

HOUSTON

336 NOTAM FILE GWO

Not insp.

L-21B, 22F

RWY 17-35: H3127X60(ASPH) S-16

RWY 17: Trees. RWY 35: Trees.

AIRPORT REMARKS: Unattended. Deer on and invof arpt.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE HEZ.

NATCHEZ (L) VOR/DME 110.0 HEZ Chan 37 N31°37.09' W91°17.98' 147° 20.7 NM to fld. 280/03E.

(DME unmonitored).

## CRYSTAL SPRINGS

**COPIAH CO** (M11) 4 S UTC-6(-5DT) N31°54.18' W90°22.12'

NEW ORLEANS

443 B S4 FUEL 100LL NOTAM FILE GWO

L-22F

RWY 17-35: H3000X75 (ASPH) S-10 MIRL

RWY 17: REIL. Trees. RWY 35: REIL. PAPI(P2L)—GA 3.0° TCH 30'. Trees.

AIRPORT REMARKS: Attended Mon-Sat 1400-2300Z±. For svc after hrs call 601-695-9874. Livestock on and invof rwy. Rwy 17-35 cracks in pavement and loose gravel all sfcs. Terrain drops off abruptly 100' from both ends of rwy.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE MCB.

McCOMB (H) VORTAC 116.7 MCB Chan 114 N31°18.27' W90°15.49' 348° 36.3 NM to fld. 440/03E.

HIWAS

**DEAN GRIFFIN MEML** (See WIGGINS)**DIAMONDHEAD** (66Y) 0 SW UTC-6(-5DT) N30°21.78' W89°23.26'

NEW ORLEANS

14 Fuel 100LL NOTAM FILE GWO

L-21C, 22G

RWY 18-36: H3800X75 (ASPH) S-12 LIRL (NSTD)

RWY 18: Thld dspclcd 613'. Trees.

AIRPORT REMARKS: Attended Mon-Fri 1400-2300Z±, Sat 1330-2230Z±. Fuel avbl 24 hrs with credit card. Rwy 18 low ints dspclcd thld bar located 496' south of end of pavement, dspclcd thld edge lighting located 597' south of end of pavement. Rwy 18-36 LIRL OTS indef. ACTIVATE LIRL Rwy 18-36—CTAF.

COMMUNICATIONS: CTAF/UNICOM 123.0

RADIO AIDS TO NAVIGATION: NOTAM FILE GPT.

GULFPORT (L) VORTAC 109.0 GPT Chan 27 N30°24.41' W89°04.61' 261° 16.3 NM to fld. 23/02E. HIWAS.

**DREW****RULEY—DREW** (M37) 2 S UTC-6(-5DT) N33°46.58' W90°31.50'**MEMPHIS**

137 B NOTAM FILE GWO

**L-186****RWY 18-36:** H3000X60 (ASPH) S-16 MIRL**IAP****RWY 18:** PAPI(P2L)—GA 3.0° TCH 40'.**RWY 36:** PAPI(P2L)—GA 3.0° TCH 40'.**AIRPORT REMARKS:** Attended irregularly. Rotating bcn OTS indef. MIRL

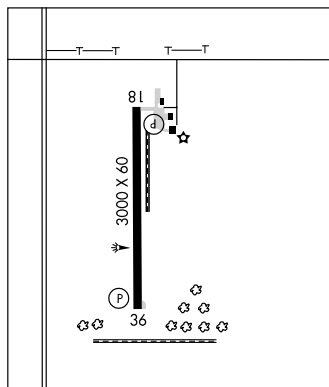
Rwy 18-36 ops

dusk-0400Z±; after 0400Z± ACTIVATE—CTAF. PAPI Rwy 18 and

Rwy 36 on continuously. Rwy 18-36 MIRL OTS indef.

**COMMUNICATIONS:** CTAF 122.9**Ⓡ MEMPHIS CENTER APP/DEP CON** 135.875**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.**SIDON (H) VORTAC** 114.7 SQS Chan 94 N33°27.83'

W90°16.64' 324° 22.5 NM to fld. 125/03E.

**EATON** N31°25.12' W89°20.26' NOTAM FILE GWO.**NEW ORLEANS****(L) VORTAC** 110.6 LBY Chan 43 356° 2.9 NM to Hattiesburg-Laurel Rgnl. 290/05E.**H-6J, L-22G**

Unusable 300°-000° byd 30 NM. VOR portion unusable 241°-251°.

**RCO** 122.1R 110.6T (GREENWOOD RADIO)**EUPORA** (Ø6M) 2 W UTC-6(-5DT) N33°32.09' W89°18.79'**MEMPHIS**

450 B NOTAM FILE GWO

**L-186****RWY 14-32:** H3000X60 (ASPH) S-20 MIRL**RWY 14:** PAPI(P2L)—GA 3.0° TCH 35'. Trees.**RWY 32:** PAPI(P2L)—GA 3.0° TCH 42'.**AIRPORT REMARKS:** Unattended. ACTIVATE MIRL Rwy 14-32 and PAPI Rwy 14 and Rwy 32—CTAF.**COMMUNICATIONS:** CTAF 122.9.**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.**BIGBEE (L) VORTACW** 116.2 IGB Chan 109 N33°29.13' W88°30.82' 270° 40.2 NM to fld. 240/04E. HIWAS.**FERNI** N31°15.27' W90°30.63' NOTAM FILE MCB.**NEW ORLEANS****NDB (MHW/LOM)** 413 MC 156° 5 NM to Mc Comb-Pike Co—John E Lewis Fld.**L-21B, 22F****FLETCHER FLD** (See CLARKSDALE)**FOREST****G. V. MONTGOMERY** (2M4) 1 S UTC-6(-5DT) N32°21.21' W89°29.32'**MEMPHIS**

517 B NOTAM FILE GWO

**L-186****RWY 16-34:** H3600X75 (ASPH) S-25 MIRL**RWY 16:** Trees.**RWY 34:** Trees.**AIRPORT REMARKS:** Unattended. ACTIVATE MIRL Rwy 16-34—CTAF.**COMMUNICATIONS:** CTAF/UNICOM 122.8**RADIO AIDS TO NAVIGATION:** NOTAM FILE MEI.**MERIDIAN (H) VORTAC** 117.0 MEI Chan 117 N32°22.71' W88°48.26' 263° 34.8 NM to fld. 580/05E.

HIWAS.

**GEORGE M. BRYAN** (See STARKVILLE)**GOLDEN TRIANGLE RGNL** (See COLUMBUS/W POINT/STARKVILLE)**GREENE CO** N31°05.88' W88°29.17' NOTAM FILE GWO.**NEW ORLEANS****(H) VORTACW** 115.7 GCV Chan 104 030° 26 NM to Roy Wilcox. 300/05E.**H-6J, L-21C, 22G**

VOR portion unusable: 138°-238° blo 5000'; 291°-339° blo 4000'.

**GREENVILLE** N33°31.41' W90°58.98' NOTAM FILE GLH.

(L) VOR/DME 110.2 GLH Chan 39 179° 2.4 NM to Mid Delta Rgnl. 130/4E.

RCO 122.1R 110.2T (GREENWOOD RADIO)

MEMPHIS

L-18F

## GREENVILLE

**MID DELTA RGNL** (GLH) 5 NE UTC-6(-5DT) N33°28.97' W90°59.14'

131 B S4 FUEL 100LL, JET A Class I, ARFF Index A NOTAM FILE GLH

RWY 18L-36R: H8001X150 (ASPH-GRVD) S-75, D-112, 2S-142, 2D-182, 2D/2D2-540 HIRL

RWY 18L: MALSR.

RWY 36R: REIL VASI (V4L)—GA 3.0° TCH 51'. Tree. Rgt tfc.

RWY 18R-36L: H7019X150 (ASPH-CONC) S-29, D-47, 2D-78  
MIRL

RWY 18R: VASI(V4L)—GA 3.0° TCH 52'. Rgt tfc.

RWY 36L: VASI(V4L)—GA 3.0° TCH 40'. Trees.

**AIRPORT REMARKS:** Attended 1200-0400Z†. Rwy 18R-36L no txf or  
Indg authorized for air carrier aircraft. Rwy 18R-36L surface is  
rough and has several large bumps or heaves. Rwy 18L-36R  
center 50' of pavement is fair. Outer edges of Rwy 18L-36R are  
in poor condition producing foreign object debris. Rwy 18R-36L  
MIRL OTS indef. VASI Rwy 36R opr continuously. When twr clsd  
HIRL Rwy 18L-36R preset med ints, to increase ints and  
ACTIVATE MALSR Rwy 18L—CTAF.

**WEATHER DATA SOURCES:** ASOS 125.525 (662) 332-0863. LAWRS.

**COMMUNICATIONS:** CTAF 119.0 UNICOM 122.95

MEMPHIS CENTER APP/DEP CON 135.875

GREENVILLE TOWER 119.0 (1300-0100Z†) GND CON 121.8

**AIRSPACE:** CLASS D svc 1300-0100Z† other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GLH.

GREENVILLE (L) VOR/DME 110.2 GLH Chan 39 N33°31.41' W90°58.98' 179° 2.4 NM to fld. 130/04E.

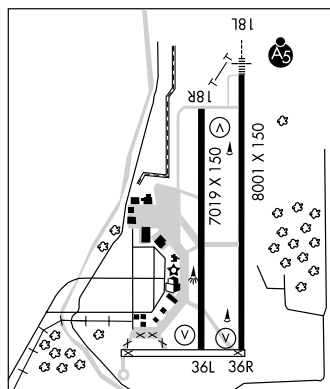
METCALF NDB (MHW) 359 MTQ N33°25.52' W90°58.93' 354° 3.5 NM to fld.

ILS 109.1 I-GLH Rwy 18L. Class IE. (Unmonitored when twr clsd). LOC Backcourse unusable. MM OTS  
indef.

MEMPHIS

H-6J, L-18F

IAP, AD





**GREENWOOD—LEFLORE** (GWO) 6 E UTC-6(-5DT) N33°29.66' W90°05.08'

MEMPHIS

162 B S4 FUEL 100LL, JET A, A1+ TPA—See Remarks NOTAM FILE GWO

H-6J, L-18G

RWY 18-36: H6503X150 (ASPH) S-100, D-176, 2S-175, 2D-300, 2D/2D2-560 HIRL

IAP

RWY 18: MALSR. Trees.

RWY 05-23: H5005X150 (ASPH) S-30 MIRL 0.3% up NE

RWY 05: VASI(V4L)—GA 3.0° TCH 34'.

RWY 23: Trees.

RWY 09-27: H2689X60 (ASPH) S-30 0.4% up E

RWY 27: Tree.

**AIRPORT REMARKS:** Attended Mon-Fri 1300-2300Z. CLOSED 2 days

each at Thanksgiving and Christmas and one day for New Years.

Fuel avbl Mon-Fri 1300-0100Z, Sat-Sun 1400-2300Z. Fee for

fuel after hrs call 662-453-5756 or 662-299-5616 or

662-455-5530 by appointment after hrs. Rwy 05-23 CLOSED

indef. Powerplant and airframe repairs in emergency or by appt.

Migratory birds and deer invof arpt. PAEW invof Rwy 18-36. Rwy

09 and 27 rapidly rising terrain. Rwy 09-27 not controlled by twr.

Rwy 09 restricted to tkf; Rwy 27 restricted to ldg. Ctc twr or AFSS

for ARFF assistance. Arpt mgr limits gross weight Rwy 05-23 to

S-42, D-60 in unusual situations. Operator using Rwy 09-27

must be familiar with Greenwood twr Letter to Airman 97-1. Rwy

09-27 no centerline. Rwy 05-23 has minor cracking and is rough

and uneven. Rwy 09-27 has major cracking and is rough and uneven. Wind indicator lgt OTS indef. TPA for lgt

acft 1000(838); TPA for turboprop and jet acft 1500(1338). When twr clsd ACTIVATE MIRL Rwy 05-23, HIRL Rwy

18-36 and MALSR Rwy 18—CTAF. VASI Rwy 05 opr continuously.

**WEATHER DATA SOURCES:** ASOS 119.975 (662) 453-3304.**COMMUNICATIONS:** CTAF 118.35 UNICOM 122.95

RCO 122.55 122.2 122.1R (GREENWOOD RADIO)

Ⓡ MEMPHIS CENTER APP/DEP CON 132.5

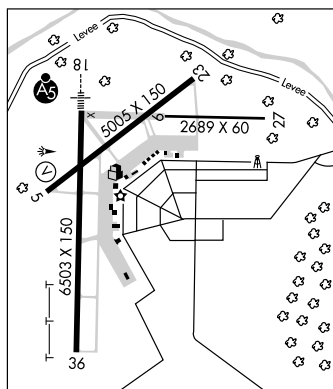
TOWER 118.35 (1400-0000Z) GND CON 125.55 CLNC DEL 125.55

**AIRSPACE:** CLASS D svc 1400-0000Z other times CLASS E.**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

SIDON (H) VORTAC 114.7 SQS Chan 94 N33°27.83' W90°16.64' 076° 9.8 NM to fld. 125/03E.

TEOCK NDB (LOM) 349 GW N33°35.52' W90°05.06' 178° 5.8 NM to fld.

ILS 111.3 I-GWO Rwy 18. LOM TEOCK NDB.

**COMM/NAV/WEATHER REMARKS:** Ctc Greenwood Radio for airport advisory service on 118.35 when twr is closed.**GRENADA MUNI** (GNF) 3 N UTC-6(-5DT) N33°49.95' W89°47.89'

MEMPHIS

208 B FUEL 100LL, JET A NOTAM FILE GWO

H-6J, L-18G

RWY 13-31: H7000X150 (ASPH) S-60, D-200, 2S-175, 2D-300 MIRL

IAP

RWY 13: MALSR VASI(V4L)—GA 3.0° TCH 52'.

RWY 31: VASI(V4L)—GA 3.0° TCH 56'. Trees.

RWY 04-22: H5000X100 (ASPH) S-60, D-200, 2S-175, 2D-300

RWY 04: Trees. RWY 22: Thld dsplcd 225'. Road.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z, Sat

1400-0000Z. For fuel after hrs call 662-809-1550 or

662-417-0880. Aerobatic acft 4,500' and below within 3 NM of

arpt, dalgt hrs. Extensive agriculture ops invof arpt SR-SS

between Mar-Oct annually.

**WEATHER DATA SOURCES:** AWOS-3 118.025 (662) 227-3407.**COMMUNICATIONS:** CTAF/UNICOM 122.8

MEMPHIS CENTER APP/DEP CON 128.5

GCO 121.72 (GREENWOOD FSS)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

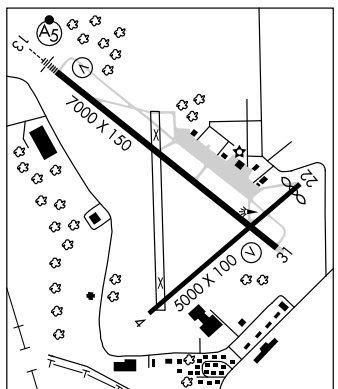
SIDON (H) VORTAC 114.7 SQS Chan 94 N33°27.83'

W90°16.64' 044° 32.6 NM to fld. 125/03E.

SCOBEY NDB (MHW) 245 SBQ N33°53.47' W89°52.47' 132°

5.2 NM to fld. Unusable byd 20 NM.

ILS/DME 110.9 I-GNF Chan 46 Rwy 13.



**GULFPORT-BILOXI INTL** (GPT) 3 NE UTC-6(-5DT) N30°24.44' W89°04.21'

NEW ORLEANS

28 B S4 FUEL 100LL, JET A TPA—See Remarks LRA Class I, ARFF Index B H-7E, 8F, L-21C, 22G, GOMC

NOTAM FILE GPT

**RWY 14-32:** H9002X150 (ASPH-CONC) S-60, D-155, 2S-175, 2D-265 HIRL

**RWY 14:** MALSR. PAPI(P4R)—GA 3.0° TCH 60' Trees.

**RWY 32:** MALSR. VASI(V4L)—GA 3.0° TCH 47' Tower.

**RWY 18-36:** H4935X150 (ASPH-GRVD) S-20, 2D-115 MIRL

**RWY 18:** PAPI(P4R)—GA 3.0° TCH 47' Tree.

**RWY 36:** VASI(V4L)—GA 3.0° TCH 34' Trees.

**ARRESTING GEAR/SYSTEMS**

**RWY 14** ←BAK-14 BAK-12B (B) (1800')

BAK-14 BAK-12B (B) (1300') →**RWY 32**

**AIRPORT REMARKS:** Attended 1200-0500Z±. After hrs svc call 228-864-2576. 150' AGL crane 4600' N of Rwy 18 thld. Numerous low flying fish spotter acft opr near shoreline between Pascagoula and Gulfport SR-SS. Maverick pad apron area on N end of Twy C restricted to military acft use only. TPA—jets 1528(1500) conventional 1228(1200) light single-engine 828(800). Arresting gear avbl during ANG ops with 30 min prior notice. Acft over 115,000 lbs are restricted from 180° turns on asph portion of Rwy 18-36. Acft with wingspan greater than 223' are restricted from opr on Twy C between Twy A and AER 32. Civil acft with wingspan of 132' or greater and all air carrier acft must be escorted along Twy A north of Twy C by gnd handling agent. Military acft or acft supporting mil mission with wingspan of 132' or greater must have escort or coordinate taxi procedures with gnd handling agent prior to taxiing on Twy A. Acft opr as scheduled or charter passenger svc shall not taxi on Twy A north of Twy B intersection without escort from gnd handling agent or arpt authority. Twy F clsd indef. Acft over 155,000 lbs are restricted from using the N part of Twy A at Rwy 18-36. Acft over 316,000 lbs are restricted from using the S part of Twy A between Twy C and Rwy 14-32. Due to apron activity acft with wingspan greater than 170' should be alert on Twy A between Twy C and Twy B. Rwy 14 and Rwy 32 touchdown, runway visual range avbl. When twr clsd ACTIVATE HIRL Rwy 14-32, PAPI Rwy 18, VASI Rwy 36, MALSR Rwy 14 and MALSR Rwy 32—CTAF. MIRL Rwy 18-36 not avbl when twr clsd. PAPI Rwy 14 and VASI Rwy 32 opr continuously. Flight Notification Service (ADCUS) avbl.

**WEATHER DATA SOURCES:** ASOS (228) 867-9937. **HIWAS** 109.0 GPT. LAWRS.

**COMMUNICATIONS:** CTAF 123.7 ATIS 119.45 **UNICOM** 122.95

**RCO** 122.1R 109.0T (GREENWOOD RADIO)

Ⓡ **GULFPORT APP/DEP CON** 124.6 (130°-309°) 127.5 (310°-129°) (1200-0500Z±)

Ⓡ **HOUSTON CENTER APP/DEP CON** 127.65 (0500-1200Z±)

**TOWER** 123.7 (1200-0500Z±) **GND CON** 120.4

**AIRSPACE:** CLASS D svc 1200-0500Z± other times CLASS G.

**TRSA** svc ctc **APP CON**

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GPT.

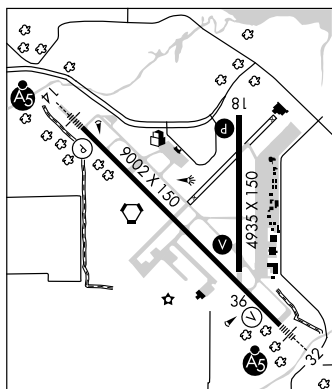
(L) **VORTAC** 109.0 GPT Chan 27 N30°24.41' W89°04.61' at fld. 23/02E. **HIWAS.**

**BAYOU NDB (LOM)** 360 GP N30°29.13' W89°09.73' 132° 6.7 NM to fld.

**ILS** 110.9 I-GPT Rwy 14. LOM BAYOU NDB. ILS unmonitored when twr closed.

**ILS** 108.3 I-UXI Rwy 32. Class IA. Unmonitored when twr clsd.

**ASR** (1200-0500Z±)



**G. V. MONTGOMERY** (See FOREST)

**HANCO** N30°27.06' W89°27.32' NOTAM FILE HSA.

NEW ORLEANS

**NDB (MHW/LOM)** 221 HS 179° 5 NM to Stennis Intl.

L-21B, 22G, GOMC

**HARDY-ANDERS FLD NATCHEZ-ADAMS CO** (See NATCHEZ)

**HATTIESBURG****HATTIESBURG BOBBY L CHAIN MUNI**

(HBG) 4 SE UTC-6(-5DT) N31°15.90' W90°15.17'

NEW ORLEANS

151 B S4 FUEL 100LL, JET A OX 3 NOTAM FILE HBG

H-6J, L-21C, 22G

RWY 13-31: H6094X150 (ASPH-GRVD) S-48, D-68, 2S-114, 2D-145 HIRL IAP

RWY 13: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Thld dsplcd 996'.

Trees.

RWY 31: PAPI(P4L)—GA 3.0° TCH 40'.

**AIRPORT REMARKS:** Attended daigt hrs. Fuel 24 hr credit card svc avbl. ACTIVATE HIRL Rwy 13-31; PAPI Rwy 13 and 31 and REIL Rwy 13—CTAF.

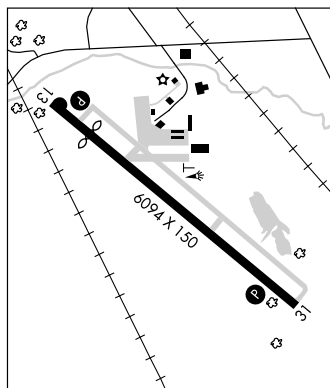
**WEATHER DATA SOURCES:** ASOS 135.425 (601) 544-2185.**COMMUNICATIONS:** CTAF/UNICOM 122.8

HOUSTON CENTER APP/DEP CON 126.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

EATON (L) VORTAC 110.6 LBY Chan 43 N31°25.12'

W89°20.26' 150° 10.2 NM to fld. 290/05E.

**HATTIESBURG-LAUREL RGNL**

(PIB) 9 N UTC-6(-5DT) N31°28.03' W89°20.22'

NEW ORLEANS

298 B S2 FUEL 100, JET A, Class I, ARFF Index A NOTAM FILE PIB

H-6J, L-22G

RWY 18-36: H6501X150 (ASPH-GRVD) S-125, D-225, 2S-175, 2D-275 HIRL IAP

RWY 18: MALSR. REIL. PAPI(P4L)—GA 3.0° TCH 60'.

RWY 36: REIL. PAPI(P4L)—GA 3.0° TCH 59'.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 18: TORA-6501 TODA-6501 ASDA-6501 LDA-6501

RWY 36: TORA-6501 TODA-6501 ASDA-6501 LDA-6501

**AIRPORT REMARKS:** Attended 1100-0500Z†. CLOSED to air carrier ops with more than 30 passenger seats except 24 hr PPR, call arpt manager 601-545-3111. HIRL Rwy 18-36 preset on med ints; to increase ints and ACTIVATE PAPI Rwy 18 and 36, MALSR Rwy 18 and REILS Rwy 18 and Rwy 36—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 128.325 (601) 584-6701. LAWRS.**COMMUNICATIONS:** CTAF/UNICOM 123.0

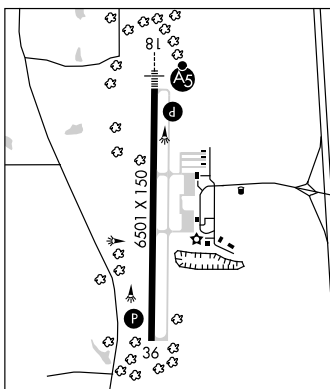
HOUSTON CENTER APP/DEP CON 126.8

**AIRSPACE:** CLASS E svc 1200-0400Z† other times CLASS G.**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

EATON (L) VORTAC 110.6 LBY Chan 43 N31°25.12'

W89°20.26' 356° 2.9 NM to fld. 290/05E.

ILS 109.5 I-PIB Rwy 18. Class IB. Back Course Unusable.

**HAWKINS FLD**

(See JACKSON)

**HERNANDO VILLAGE AIRPARK, INC**

(H75) 2SW UTC-6(-5DT) N34°47.89' W90°02.22'

MEMPHIS

242 FUEL 100LL NOTAM FILE GWO

Not insp.

RWY 14-32: 3340X65 (TURF) S-12 LIRL

RWY 14: Trees. RWY 32: Tower.

**AIRPORT REMARKS:** Attended daigt hrs. Rwy 14-32 LIRL OTS indef. ACTIVATE LIRL Rwy 14-32—CTAF.**COMMUNICATIONS:** CTAF/UNICOM 122.8**HESLER-NOBLE FLD**

(See LAUREL)

**HOLLANDALE MUNI**

(14M) 2 NE UTC-6(-5DT) N33°10.95' W90°49.83'

MEMPHIS

114 B NOTAM FILE GWO

L-18F

RWY 08-26: H3000X50 (ASPH) S-21 MIRL

**AIRPORT REMARKS:** Unattended. Wildlife on and invof arpt. Rotating bcn OTS indef. MIRL Rwy 08-26 opr 2300-0400Z†; after 0400Z† ACTIVATE—CTAF.

**COMMUNICATIONS:** CTAF 122.7**RADIO AIDS TO NAVIGATION:** NOTAM FILE GLH.

GREENVILLE (L) VOR/DME 110.2 GLH Chan 39 N33°31.41' W90°58.98' 155° 21.8 NM to fld. 130/04E.

**HOLLY SPRINGS-MARSHALL CO** (M41) 4 W UTC-6(-5DT) N34°48.26' W89°31.27'

MEMPHIS  
L-18G  
IAP

553 B S4 FUEL 100LL, JET A NOTAM FILE GWO

RWY 18-36: H3201X60 (ASPH) S-15 MIRL 1.1% up S

RWY 18: PAPI(P2L)—GA 2.75° TCH 86'.

RWY 36: PAPI(P2L)—GA 3.25° TCH 65'.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z†. Fuel 24 hr credit card svc avbl.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.1R 112.4T (GREENWOOD RADIO)

RCO 122.3 (GREENWOOD RADIO)

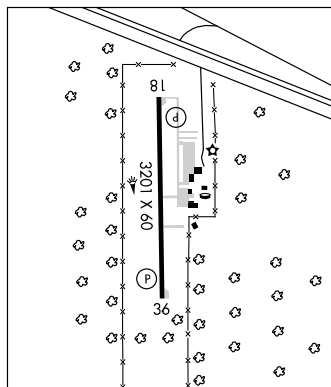
Ⓡ MEMPHIS APP CON 125.8 120.07

Ⓡ MEMPHIS DEP CON 124.15

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

(L) VORTAC 112.4 HLI Chan 71 N34°46.22'

W89°29.79' 326° 2.4 NM to fld. 630/03E.



**HOUSTON MUNI** (M44) 2 SW UTC-6(-5DT) N33°53.51' W89°01.42'

MEMPHIS  
L-18G

337 B S2 NOTAM FILE GWO

RWY 03-21: H3800X75 (ASPH) S-26 MIRL

RWY 03: PAPI(P2L)—GA 3.92° TCH 52'. Trees.

RWY 21: PAPI(P2L)—GA 3.0° TCH 40'. Trees.

**AIRPORT REMARKS:** Attended Mon-Fri continuously, Sat-Sun on call. For arpt attendant Sat-Sun call 662-456-8484. Fuel avbl in emergency only; fuel tanks privately owned. Power plant repairs avbl in emergencies only; call attendant. ACTIVATE MIRL Rwy 03-21—CTAF. PAPI Rwy 03 and Rwy 21 operate continuously.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE CBM.

CALEDONIA (T) VORTAC 115.2 CBM Chan 99 N33°38.49' W88°26.31' 297° 32.9 NM to fld. 250/00E.

Monitored Mon-Fri 1300-0100Z†, Sun 1600-2300Z†. No NOTAM MP Mon-Fri 0300-1030Z†, Sun 1300-1500Z†.

**I H BASS JR MEML** (See LUMBERTON)

**INDIANOLA MUNI** (IDL) 2 NW UTC-6(-5DT) N33°29.14' W90°40.73'

MEMPHIS  
H-6J, L-18F  
IAP

126 B S4 FUEL 100LL NOTAM FILE GWO

RWY 18-36: H7004X150 (CONC) S-20 MIRL

RWY 18: Tree.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z†. For svc after hours call 662-887-2580. ACTIVATE MIRL Rwy 18-36—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

MEMPHIS CENTER APP/DEP CON 135.875

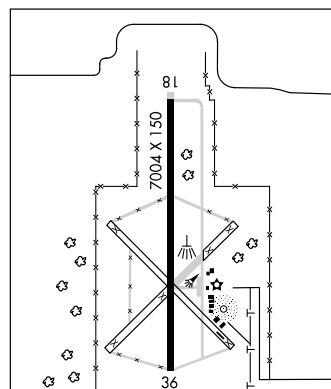
**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

SIDON (H) VORTAC 114.7 SQS Chan 94 N33°27.83'

W90°16.64' 271° 20.2 NM to fld. 125/03E.

NDB (MHW) 284 IDL N33°28.81' W90°40.54' at fld. NDB

unmonitored.



**INNOVATOR** MYT N28°13.23' W89°36.90'

L-21B, GOMC

AWOS-3 119.975

**IUKA** (15M) 3 SE UTC-6(-5DT) N34°46.34' W88°09.95'

MEMPHIS  
L-18H

630 B FUEL 100LL NOTAM FILE GWO

RWY 18-36: H4000X75 (ASPH-GRVD) S-30 MIRL

RWY 18: Trees. RWY 36: Trees.

**AIRPORT REMARKS:** Attended dalgt hours. Fuel 24 hr credit card svc avbl. For after hrs svc ctc arpt manager 662-423-3427 or 662-432-6699. ACTIVATE MIRL Rwy 18-36—CTAF. Rwy lgts ints cannot be changed.

**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MSL.

MUSCLE SHOALS (L) VORTACW 116.5 MSL Chan 112 N34°42.41' W87°29.49' 276° 33.6 NM to fld.  
580/01E.

## JACKSON

**HAWKINS FLD** (HKS) 3 NW UTC-6(-5DT) N32°20.09' W90°13.35'

MEMPHIS  
H-6J, L-18G  
IAP, AD

341 B S4 FUEL 100LL, JET A1 + NOTAM FILE HKS

RWY 16-34: H5387X150 (ASPH-GRVD) S-30, D-40, 2D-80 HIRL 0.7% up NW

RWY 16: MALSR. PAPI(P4L). RWY 34: REIL. Trees.

RWY 11-29: H3431X150 (CONC) S-30, D-40, 2D-80

MIRL 0.3% up SE

RWY 11: P-line.

RWY 29: Trees.

**AIRPORT REMARKS:** Attended 1300-0300Z±. Landing fee. Fee for acft over 25,500 lbs without purchase of fuel. When twr is clsd Rwy 11-29 MIRL unavailable, Rwy 34 REIL left on. Rwy 16-34 lgts on continuous step 3—PCL OTS indef. ACTIVATE HIRL Rwy 16-34 and MALSR Rwy 16—CTAF.

**WEATHER DATA SOURCES:** ASOS 120.625 (601) 354-4037.

**COMMUNICATIONS:** CTAF 119.65 UNICOM 122.95

Ⓡ JACKSON APP/DEP CON 123.9 (333°-152°) 125.25  
(153°-332°)(1200-0500Z±)

Ⓡ MEMPHIS CENTER APP/DEP CON 132.5 (0500-1200Z±)

TOWER 119.65 (1300-0300Z±) GND CON 121.9

JACKSON CLNC DEL 121.9

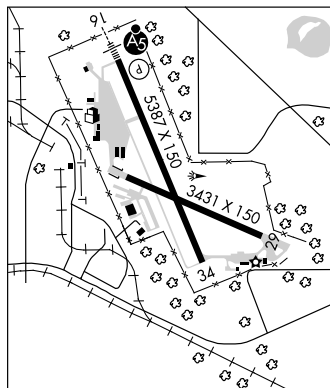
**AIRSPACE:** CLASS D svc 1300-0300Z± other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE JAN.

JACKSON (H) VORTAC 112.6 JAN Chan 73 N32°30.45' W90°10.06' 190° 10.7 NM to fld. 360/05E.

BRENZ NDB (MHW/LOM) 260 JH N32°24.78' W90°15.68' 157° 5.1 NM to fld. NDB unmonitored  
0300-1300Z±. NOTAM FILE HKS.

ILS 111.7 I-JHF Rwy 16. LOM BRENZ NDB. BRENZ NDB unmonitored 0300-1300Z±. (ILS Unmonitored when Jackson twr closed)



**JACKSON-EVERS INTL** (JAN)(KJAN) CIV/MIL/P/ANG 5 E UTC-6(-5DT) N32°18.67' W90°04.55' **MEMPHIS**  
 346 B S2 FUEL 100 LL OX 2 LRA Class I, ARFF Index C H-6J, L-18G  
 NOTAM FILE JAN IAP, DIAP, AD

**RWY 16R-34L:** H8500X150 (ASPH-GRVD) S-130, D-140, 2S-175,  
 2T-585, 2D-250, 2D/2D2-720 HIRL CL

**RWY 16R:** REIL. PAPI(P4L)—GA 3.0° TCH 80'. 0.4% up.

**RWY 34L:** MALSR. TDZL. Trees.

**RWY 16L-34R:** H8500X150 (ASPH-GRVD) S-75, D-200, 2S-175,  
 2T-585, 2D-390, 2D/2D2-850 HIRL CL

**RWY 16L:** ALSF2. TDZL. PAPI(P4L)—GA 3.0° TCH 71'. Trees. 0.3%  
 up.

**RWY 34R:** REIL. PAPI(P4R)—GA 3.0° TCH 52'. Trees. 0.7% down.

**MILITARY SERVICES:** JASU 8(A/M32A-86D) 3(MC-1A)

**AIRPORT REMARKS:** Attended continuously. Rwy 16L +8' stop sign at  
 end of rwy 160' from thld 280' right. Weight bearing capacity for  
 Rwy 16L-34R and Rwy 16R-34L is TRT 585 to accommodate  
 C-17 acft. Be alert when crossing AER 16R. Rwy 16L and Rwy  
 34R rwy visual range touchdown, midpoint and rollout avbl. Rwy  
 34L rwy visual range touchdown avbl. When twr clsd HIRL Rwy  
 16L-34R and HIRL Rwy 16R-34L on continuously step 3.

ACTIVATE MALSR Rwy 34L, HIRL Rwy 16L-34R HIRL Rwy  
 16R-34L, REIL Rwy 34R—CTAF. ACTIVATE REIL Rwy

16R—120.7. Rwy 16L ALSF—2 preset on med ints. Ldg fee for non-commercial acft over 25,500 pounds, fee  
 waived for larger non-scheduled acft with sufficient fuel purchase. U.S. Customs user fee aprt.

**MILITARY REMARKS:** See FLIP AP/1 supplementary aprt remark. **ANG** Official business only. All tran acft 48 hr PPR, ctc  
 Base Ops. Tran acft use FBO for svc. Base Ops opr weekdays 1300-2230Z†, DSN 828-8372,  
 C601-405-8372, fax DSN 828-8100, C601-405-8100. Command Post opr 24 hr., DSN 828-8350,  
 C601-405-8350.

**WEATHER DATA SOURCES:** ASOS (601)932-2822. LLWAS.

**COMMUNICATIONS:** CTAF 120.9 ATIS 121.05 UNICOM 122.95

RCO 122.65 122.2 (GREENWOOD RADIO) RCO 122.1R 112.6T (GREENWOOD RADIO)

Ⓡ APP/DEP CON 123.9 317.7 (333°-152°) 125.25 319.2 (153°-332°)(1200-0500Z‡)

Ⓡ MEMPHIS CENTER APP/DEP CON 132.5 259.1 (0500-1200Z‡)

TOWER 120.9 352.0 (1200-0500Z‡) GND CON 121.7 348.6

ANG COMD POST 264.6 (172nd AW CP)

**AIRSPACE:** CLASS C svc 1200-0500Z‡ ctc APP CON other times CLASS E.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE JAN.

(H) VORTAC 112.6 JAN Chan 73 N32°30.45' W90°10.06' 153° 12.6 NM to fld. 360/05E.

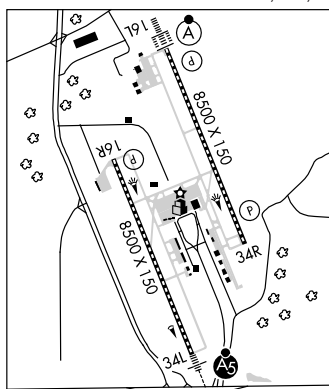
ALLEN NDB (LOM) 365 JA N32°24.75' W90°07.17' 157° 6.5 NM to fld. Unmonitored 0500-1200Z‡.

ILS 109.3 I-FRL Rwy 34L. Class IB. Unmonitored 0500-1200Z‡.

ILS 110.5 I-JAN Rwy 16L. Class IIIE. LOM ALLEN NDB. Unmonitored 0500-1200Z‡.

ASR (1200-0500Z‡)

**COMM/NAV/WEATHER REMARKS:** Radar see Terminal FLIP for Radar Minima.



**JAMES H EASOM FLD** (See NEWTON)

**JOE WILLIAMS NOLF** (NJW) N32°47.94' W88°50.07'

**AIRSPACE:** CLASS D svc Mon-Fri 1400-2330Z‡ other times CLASS G.

**MEMPHIS**

H-6J, L-18G

**JOHN BELL WILLIAMS** (See RAYMOND)

**KEESLER AFB** (BIX)(KBIX) AF (AFRC) O W UTC-6(-5DT) N30°24.63' W88°55.47' **NEW ORLEANS**  
 33 B TPA—See Remarks Class I, ARFF Index Ltd. NOTAM FILE BIX Not insp. **H-7E, 8F, L-21C, 22G, GOMC**  
**RWY 03-21:** H7630X150 (PEM) PCN 27 F/B/W/T HIRL 0.3% up SW **DIAP, AD**  
**RWY 03:** REIL. PAPI(P4L). Thld dspcd 1599'. **RWY 21:** ALSF1. PAPI(P4L). Thld dspcd 1000'. Rgt tfc.

**MILITARY SERVICE:**  
**LGT**—NSTD rwy edge and two lgts, several lgts greater than 200' distance apart on rwy, several missing twy exit lgts. **JASU** 1(MA-1A) 3(A/M32A-86A) **FUEL J8 FLUID SP PRESAIR LPOX LOX OIL O-148-156**  
**TRAN ALERT** Opr Mon-Thu 1400-2200Z, Fri 1400-0500Z, Sat-Sun 1700-2300Z clsd hol. Unit training assemblies Sun 1900-0500Z.

**MILITARY REMARKS:** Opr Mon-Fri 1400-0500Z, Sat and Sun 1700-2300Z clsd holidays. Unit training assemblies Sun 1900-0500Z. See FLIP AP/1 Supplementary Arpt Remark. **RSTD** Aircrews etc GND prior to acft engine start PPR for all acft etc Afld management OPS at DSN 579-2120 or C228-377-2120. Pilots will avoid flying over the USAF Medical Center located on the Back Bay 1 NM E of rwy, and the VA Hospital on the Back Bay 1 NM W of rwy. Twy E rstd to small acft. Acft rinse facility (Bird Bath) Twy C avbl to C-130 and larger acft. Outside of published opr hour, coordinate mission essential (EVAC, Storm Tracking and High HQ (JSC) Mission) acft arr/dep with Base OPS when open or Command Post. All C130 or larger must face N on Twy B for maintenance runs or engine run-ups. **CAUTION** Rwy hazard men or equipment opr randomly to include within 100' of rwy daily. Lgtd trees pent 50:1 plane on Rwy 03-21. Lgtd water tower located 1775' rgt of Rwy 03 centerline and 2900' left of Rwy 21 centerline. Glide slope antenna 250' W of centerline and 1050' from apch end Rwy 21. 141' AGL crane 1 NM west of rwy centerline. 190' AGL crane 1 NM west of rwy centerline. 125' crane 1 NM west of rwy centerline. 150' crane 1 NM east of rwy centerline. Bird Alert—Concentration of birds in vicinity of airfield during inclement weather. Large frame and heavy acft will make 180° turns on concrete portion of rwy. Weather forecast: Marina trees hinder wind, low wind speed on Rwy 21 apch when wind direction from 280°-340°. During augmentation/backup, ltd wx obsn to E and visibility marker byd 1 statute mile only avbl in the W to N sector, night flood lgt hinder cloud and visibility observation and ceilings frequently 100'-200' lower than observation on Rwy 21 apch from Nov-Mar. Rwy edge lgts past thresholds greater than 10' from full strength pavement. Spot 24/25 (Twy B and Twy F) light-alls used when C-5 or C-17 parked during hrs of darkness and inclement wx. Night vision devices training Tue and Thu 0200-0400Z. **TFC PAT TPA**—Overhead 1500(1467), Conventional 1000(967), Helicopter 500(467). Rwy 03 precision instrument apch not avbl.

**MISC** Rwy 03 avbl tkf 6632' from key-hole. Rwy 21 avbl tkf 6034' from key-hole. See US Terminal Low Arpt Sketch for NSTD Rwy 03-21 configuration. Rwy 03 dspcd thld dimensions and surface—1st 200X150 is concrete, next 800X75 is concrete with 37.5' non-weight bearing asph edge each side, and remaining 598X150 is concrete. Rwy 21 dspcd thld dimensions and surface—1st 200X150 is concrete, next 800X75 is concrete with 37.5' non-weight bearing asph edge each side. VIP acft etc PTD 372.2 15 minutes prior to ldg with firm chock time. During opr hours, LIFEGUARD/MEDEVAC/SAR/MSN essential acft etc Afld Management OPS DSN 597-2120, C228-377-2120 1 hour prior to arr for proper coordination, during non-opr hours, etc Command Post DSN 597-4330, C228-377-4330 1 hour prior to req airfield be opened. Hanger space not avbl for severe weather. COMSEC materials are not avbl. Dspcd thld may be used for tkf and ldg rollout, etc twr with req to back taxi. Assault Zone marker on rwy. Rwy Surface Condition/Rwy Condition Reading not reported during published afld clsd times. **403 WG AFRC** C130/WC130 acft opr weekdays.

**COMMUNICATIONS:** ATIS 281.55 (Mon-Fri 1400-0300Z, Sat-Sun 1700-2300Z, clsd hol. Unit training assemblies Sun 1900-0500Z) **PTD** 372.2

Ⓡ **GULFPORT APP/DEP CON** 124.6 354.1 (130°-309°) 127.5 254.25 (310°-129°) (1200-0500Z)

Ⓡ **HOUSTON CENTER APP/DEP CON** 132.6 387.05 (0500-1200Z)

**TOWER** 120.75 269.075 (Opr Mon-Fri 1400-0500Z, Sat and Sun 1700-2300Z, clsd hol. Unit Training Assemblies Sun 1900-0500Z) **GND CON** 121.8 275.8 **CLNC DEL** 121.8 275.8

**403 WG AFRC COMD** 252.8 (Call ACCOUNTANT) **PMSV METRO** 267.4 Full svc during afld opr hrs, extd as required, clsd holidays. Remote briefing svc avbl from 26 OWS Barksdale AFB, LA, DSN 331-2651, C318-529-2651. Automatic FMQ-19 in use 24 hrs. Augmented/backed up FMQ-19 in use when required during opr hrs and for resource protection. ASOS obsn avbl at DSN 597-0438 or C228-377-0438. **AEROMEDICAL EVAC** 236.6

**AIRSPACE:** CLASS D svc Opr Mon-Fri 1400-0500Z, Sat and Sun 1700-2300Z clsd Hol. Unit Training Assemblies Sun 1900-0500Z other times CLASS E.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GPT.

**GULFPORT (L) VORTAC** 109.0 GPT Chan 27 N30°24.41' W89°04.61' 086° 7.9 NM to fld. 23/2E. **HIWAS.**  
**(T) TACAN** Chan 55 BIX (111.8) N30°24.41' W88°55.80' at fld. 10/1E. NOTAM FILE BIX. Monitored during published opr hours only. No NOTAM MP Wed 1200-1400Z (1000/2+1).  
**ILS** 109.7 I-BIX Rwy 21. Monitored during published opr hr only. No NOTAM MP Tue and Thu 1200-1400Z (1000/2+1). Critical area not protected.

**KEWANEE** N32°22.01' W88°27.50' NOTAM FILE GWO. **MEMPHIS**  
**(L) VORTAC** 113.8 EWA Chan 85 047° 12.4 NM to Mallard. 300/04E. VORTAC unusable **L-18H**  
 250°-290° byd 30 NM blo 3000'.  
**RCO** 122.1R 113.8T (GREENWOOD RADIO)

**KEY FLD** (See MERIDIAN)**KOSCIUSKO-ATTALA CO** (OSX) 3 NE UTC-6(-5DT) N33°05.42' W89°32.52'**MEMPHIS**480 B **FUEL** 100LL, JET A NOTAM FILE GWO

H-6J, L-18G

**RWY 14-32:** H5000X75 (ASPH) S-18 MIRL**IAP****RWY 14:** PAPI(P2L)—GA 3.50° TCH 52'. Trees.**RWY 32:** PAPI(P2L)—GA 3.50° TCH 49'. Trees.**AIRPORT REMARKS:** Attended continuously. Wildlife on and invof rwy.

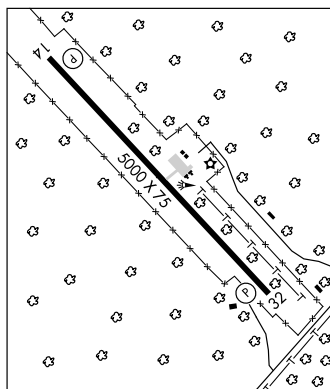
Remote control model acft flying off end of Rwy 14. ACTIVATE

MIRL Rwy 14-32—CTAF. PAPI Rwy 14 and Rwy 32 opr

continuously.

**COMMUNICATIONS:** CTAF 122.9**Ⓡ MEMPHIS CENTER APP/DEP CON** 132.75**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.**SIDON (H) VORTAC** 114.7 SQS Chan 94 N33°27.83'

W90°16.64' 118° 43.2 NM to fld. 125/03E.

**LAUREL** N31°40.21' W89°10.44'**NEW ORLEANS****RCO** 122.3 (GREENWOOD RADIO) at Hesler-Noble Fld.**L-22G****LAUREL****HESLER-NOBLE FLD** (LUL) 3 SW UTC-6(-5DT) N31°40.38' W89°10.37'**NEW ORLEANS**238 B S2 **FUEL** 100LL, JET A1 + NOTAM FILE GWO

H-6J, L-22G

**RWY 13-31:** H5513X150 (ASPH) S-41, D-65, 2S-83, 2D-110 HIRL**IAP****RWY 13:** REIL. VASI(V2L)—GA 3.0° TCH 54'. Trees.**RWY 31:** VASI(V4L)—GA 3.0° TCH 29'. Trees.**AIRPORT REMARKS:** Attended Mon-Fri 1330-0000Z, Sat

1500-0000Z, Sun 1900-0000Z. For svc after hrs call

601-426-2626. Trucks near AER 13 creating dust/haze. Crop

duster activity invof arpt. Ultralight activity on and invof arpt.

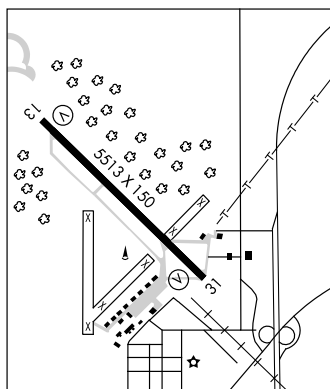
ACTIVATE HIRL Rwy 13-31 and REIL Rwy 13—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.275 (601) 425-9792.**COMMUNICATIONS:** CTAF/UNICOM 123.05**LAUREL RCO** 122.3 (GREENWOOD RADIO)**HOUSTON CENTER APP/DEP CON** 126.8**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.**EATON (L) VORTAC** 110.6 LBY Chan 43 N31°25.12'

W89°20.26' 024° 17.4 NM to fld. 290/05E.

**TALLAHALA NDB (MHW)** 346 THJ N31°41.25' W89°11.39'

135° 1.2 NM to fld.

**LEXINGTON****C. A. MOORE** (19M) 2 NE UTC-6(-5DT) N33°07.53' W90°01.53'**MEMPHIS**

340 B NOTAM FILE GWO

**L-18G****RWY 01-19:** H3199X60 (ASPH) S-20 MIRL 0.5% up NE**IAP****RWY 01:** PAPI(P2L)—GA 3.0° TCH 40'. Trees.**RWY 19:** Tree.**AIRPORT REMARKS:** Unattended. Rotating bcn OTS indef. Wildlife on and invof rwy.**COMMUNICATIONS:** CTAF 122.9**MEMPHIS CENTER APP/DEP CON** 132.5**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.**SIDON (H) VORTAC** 114.7 SQS Chan 94 N33°27.83' W90°16.64' 145° 23.9 NM to fld. 125/03E.



**LONG BEACH****VORTEX HELIPORT** (35M) 4 N UTC-6(-5DT) N30°23.32' W89°09.92'

NEW ORLEANS

24 B NOTAM FILE GWO

Not insp.

**HELIPAD H1:** 75X75 (TURF)**AIRPORT REMARKS:** Attended 1400-2300Z†. 30' p-line west, 45' trees and 30' p-line south of helipad. Maintain tfc patterns east of helipad. High volume student training on and invof heliport.**COMMUNICATIONS:** CTAF 122.9**LOUISVILLE WINSTON CO** (LMS) 1 N UTC-6(-5DT) N33°08.77' W89°03.75'

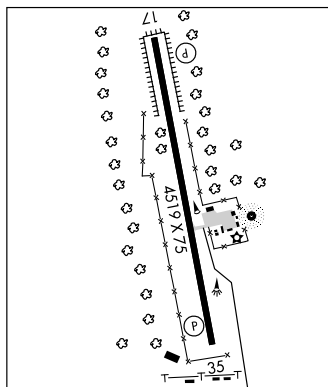
MEMPHIS

575 B FUEL 100LL, JET A NOTAM FILE GWO

L-18G

**RWY 17-35:** H4519X75 (ASPH) S-12 MIRL 0.3% up S

IAP

**RWY 17:** PAPI(P2L)—GA 3.25° TCH 48'. Trees.**RWY 35:** PAPI(P2L)—GA 3.75° TCH 52'. Trees.**AIRPORT REMARKS:** Unattended. For fuel and other svcs call 601-773-8304. Deer on and invof arpt. PAEW adjacent Rwy 17-35. ACTIVATE MIRL Rwy 17-35—CTAF.**COMMUNICATIONS:** CTAF/UNICOM 122.7Ⓡ **MEMPHIS CENTER APP/DEP CON** 132.75**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.**BIGBEE (L) VORTACW** 116.2 IGB Chan 109 N33°29.13'W88°30.82' 230° 34.3 NM to fld. 240/04E. **HIWAS.****NDB (MHW)** 212 LMS N33°08.63' W89°03.65' at fld.**LUMBERTON****I H BASS JR MEML** (4R1) 2 NW UTC-6(-5DT) N31°00.93' W89°28.95'

NEW ORLEANS

310 B NOTAM FILE GWO

L-21B, 22G

**RWY 14-32:** H3000X75 (ASPH) S-22 MIRL**RWY 14:** PAPI(P2L). Trees. **RWY 32:** PAPI(P2L). Trees.**AIRPORT REMARKS:** Unattended. Skydiving activity on weekend, other days by NOTAM. ACTIVATE MIRL Rwy 14-32 and PAPI Rwy 14 and Rwy 32—CTAF.**COMMUNICATIONS:** CTAF/UNICOM 122.8**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.**EATON (L) VORTAC** 110.6 LBY Chan 43 N31°25.12' W89°20.26' 192° 25.3 NM to fld. 290/05E.**MACON MUNI** (2ØM) 2 E UTC-6(-5DT) N33°08.01' W88°32.14'

MEMPHIS

238 B NOTAM FILE GWO

L-18H

**RWY 18-36:** H3000X50 (ASPH) S-28 MIRL**RWY 36:** Trees.**AIRPORT REMARKS:** Unattended. Due to limited line of sight all acft are required to announce txf and ldx CTAF—122.7. MIRL Rwy 18-36 ops dusk-0400Z†, after 0400Z† ACTIVATE MIRL Rwy 18-36—122.7.**COMMUNICATIONS:** CTAF/UNICOM 122.7**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.**BIGBEE (L) VORTACW** 116.2 IGB Chan 109 N33°29.13' W88°30.82' 179° 21.1 NM to fld. 240/04E. **HIWAS.**

**MADISON****BRUCE CAMPBELL FLD** (MBO) 2 SE UTC-6(-5DT) N32°26.32' W90°06.19'**MEMPHIS**

326 B S2 FUEL 100LL, JET A1 + NOTAM FILE GWO

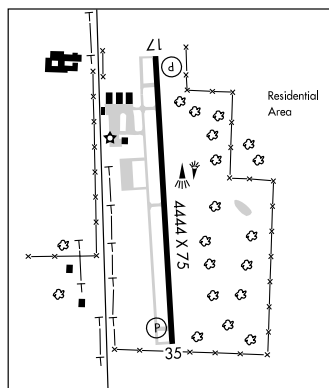
**L-18G**

RWY 17-35: H4444X75 (ASPH) S-25 MIRL

**IAP**

RWY 17: PAPI(P2L)—GA 3.0° TCH 40'. Trees.

RWY 35: PAPI(P2L)—GA 4.0° TCH 50'. Trees.

**AIRPORT REMARKS:** Attended 1200-0100Z±. ACTIVATE MIRL Rwy 17-35—CTAF. PAPI Rwy 17 and Rwy 35 opr continuously.**WEATHER DATA SOURCES:** AWOS-3 119.125 (601) 605-8137.**COMMUNICATIONS:** CTAF/UNICOM 122.8① **JACKSON APP/DEP CON** 123.9 (333°-152°) 125.25 (153°-332°) (1200-0500Z±). **CLNC DEL** 125.9① **MEMPHIS CENTER APP/DEP CON** 132.5 (0500-1200Z±)**RADIO AIDS TO NAVIGATION:** NOTAM FILE JAN.**JACKSON (H) VORTAC** 112.6 JAN Chan 73 N32°30.45' W90°10.06' 137° 5.3 NM to fld. 360/05E.**MAGEE MUNI** (17M) 3 W UTC-6(-5DT) N31°51.77' W89°48.04'**NEW ORLEANS**

555 B FUEL 100LL NOTAM FILE GWO

**L-22F**

RWY 18-36: H3104X50 (ASPH) S-19 MIRL

RWY 18: Thld displcd 165'. Tree. RWY 36: Trees.

**AIRPORT REMARKS:** Attended continuously. Rwy 36 4' deep ditch 350' from thld. ACTIVATE MIRL Rwy 18-36—CTAF.**COMMUNICATIONS:** CTAF/UNICOM 122.8.**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.**EATON (L) VORTAC** 110.6 LBY Chan 43 N31°25.12' W89°20.26' 313° 35.6 NM to fld. 290/05E.**MAIN PASS** MIS N29°17.73' W88°50.53'**L-21C, 22G, GOMC**

AWOS-3 119.825

**MARKS****SELFS** (MMS) 2 SW UTC-6(-5DT) N34°13.89' W90°17.37'**MEMPHIS**

162 S4 FUEL 100LL NOTAM FILE GWO

**L-18G**

RWY 02-20: H3348X70 (ASPH) S-10 MIRL

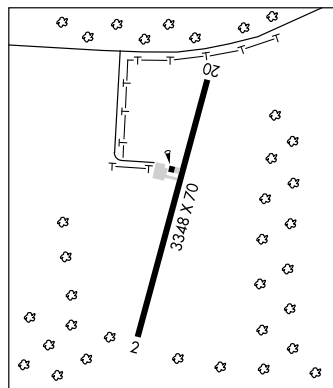
**IAP**

RWY 20: Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z±, Sat and Sun irregularly. For attendance hrs Sat and Sun call 662-444-4736.

Public phone avbl 662-326-9404.

Fuel avbl 24 hr self service with credit card.

**COMMUNICATIONS:** CTAF 122.9① **MEMPHIS CENTER APP/DEP CON** 135.3**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.**SIDON (H) VORTAC** 114.7 SQS Chan 94 N33°27.83' W90°16.64' 356° 46.0 NM to fld. 125/03E.**MC CAIN FLD** (See MERIDIAN NAS)**McCHAREN FLD** (See WEST POINT)

**Mc COMB-PIKE CO-JOHN E LEWIS FLD** (MCB) 4 S UTC-6(-5DT)

NEW ORLEANS

N31°10.71' W90°28.31'

H-6J, L-21B, 22F

413 B S4 FUEL 100LL, JET A1+ NOTAM FILE MCB

IAP

RWY 15-33: H5000X100 (ASPH-GRVD) S-25, D-30, 2D-60

MIRL 0.5% up NW

RWY 15: MALSF. PAPI(P2L)—GA 3.0° TCH 38'. Trees.

RWY 33: PAPI(P2L)—GA 3.0° TCH 46'. Trees.

**AIRPORT REMARKS:** Attended 1400Z±-dusk. For attendant and fuel after

hrs call 601-684-8950. MIRL Rwy 15-33 preset low ints

dusk-0600Z±, after 0600Z± increase ints, ACTIVATE

MALSF—CTAF.

**WEATHER DATA SOURCES:** ASOS 119.025 (601) 249-3223. HIWAS 116.7

MCB.

**COMMUNICATIONS:** CTAF/UNICOM 123.05

RCO 122.4 122.2 (GREENWOOD RADIO)

RCO 122.1R 116.7T (GREENWOOD RADIO)

⑧ HOUSTON CENTER APP/DEP CON 126.8

**AIRSPACE:** CLASS E svc continuously.**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCB.

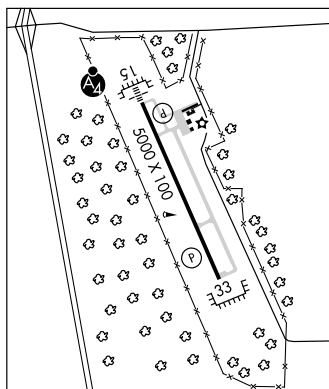
(H) VORTAC 116.7 MCB Chan 114 N31°18.26' W90°15.49'

233° 13.3 NM to fld. 440/03E. HIWAS

FERNI NDB (MHW/LOM) 413 MC N31°15.27' W90°30.63'

156° 5 NM to fld.

ILS 109.1 I-MCB Rwy 15. Class IA. LOM FERNI NDB. LOC unusable byd 0.5 NM. GS unusable byd 5 degrees left of course.

**MERIDIAN** N32°22.71' W88°48.26' NOTAM FILE MEI.

MEMPHIS

(H) VORTAC 117.0 MEI Chan 117 131° 3.8 NM to Key Fld. 580/5E. HIWAS.

H-6J, L-18G

RCO 122.1R 117.0T (GREENWOOD RADIO)

RCO 122.6 122.2 (GREENWOOD RADIO).

**MERIDIAN****KEY FLD**

(MEI) 3 SW UTC-6(-5DT) N32°19.96' W88°45.11'

**MEMPHIS**

297 B S4 FUEL 100, JET A OX 1, 2 Class I, ARFF Index A NOTAM FILE MEI

**H-6J, L-18G**

RWY 01-19: H10003X150 (ASPH-CONC) S-105, D-175, 2S-175, 2D-325 HIRL

**IAP, AD**

RWY 01: MALSR. VASI(V4L)—GA 3.0° TCH 54'. Thld dspcd 1000'.

Tree.

RWY 19: MALSR. PAPI(P4L)—GA 3.0° TCH 54'. Thld dspcd 1000'.

Tree.

RWY 04-22: H4599X150 (ASPH) S-15, D-35, 2D-60 MIRL

RWY 04: PAPI(P2L)—GA 3.13° TCH 19'. Trees.

RWY 22: PAPI(P2L)—GA 3.59° TCH 20'. Pole.

**RUNWAY DECLARED DISTANCE INFORMATION**

RWY 01: TORA-10003 TODA-10003 ASDA-10003 LDA-9003

RWY 04: TORA-4599 TODA-4599 ASDA-4599 LDA-4599

RWY 19: TORA-10003 TODA-10003 ASDA-10003 LDA-9003

RWY 22: TORA-4599 TODA-4599 ASDA-4599 LDA-4599

**AIRPORT REMARKS:** Attended 1200-0400Z†. For attendant after hrs call

601-693-7282. Air National Guard ramp clsd exc PPR,

601-484-9734/9714. Rwy 01-19 dspcd thlds are concrete.

ACTIVATE HIRL Rwy 01-19, MIRL Rwy 04-22, MALSR Rwy 01 and

Rwy 19, twy lgts—CTAF.

**WEATHER DATA SOURCES:** ASOS (601) 693-5650. HIWAS 117.0 MEI.**COMMUNICATIONS:** CTAF 119.8 ATIS 126.475 UNICOM 122.95

MERIDIAN RCO 122.6 122.2 (GREENWOOD RADIO)

Ⓡ MERIDIAN APP/DEP CON 120.5 (1300-0500Z†)

Ⓡ MEMPHIS CENTER APP/DEP CON 125.975 (0500-1300Z†)

TOWER 119.8 (1200-0400Z†), other times by NOTAM.

GND CON 121.9

**AIRSPACE:** CLASS D svc 1200-0400Z†, other times by NOTAM.**RADIO AIDS TO NAVIGATION:** NOTAM FILE MEI.

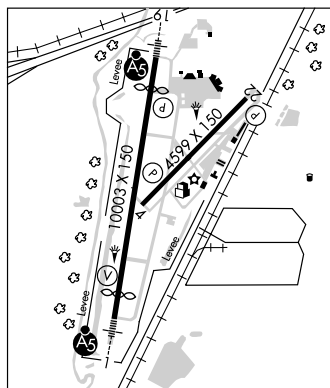
MERIDIAN (H) VORTAC 117.0 MEI Chan 117 N32°22.71' W88°48.26' 131° 3.8 NM to fld. 580/05E.

HIWAS.

SAVOY NDB (MHW/LOM) 356 ME N32°14.84' W88°46.30' 010° 5.2 NM to fld.

ILS 110.1 I-MEI Rwy 01. Class IA. LOM SAVOY NDB. (Unmonitored when twr clsd).

ILS/DME 111.35 I-IKQ Chan 50(Y) Rwy 19.



**MERIDIAN NAS** (MC CAIN FLD) (NMM)(KNMM) N 11 NE UTC-6(-5DT)

**MEMPHIS**

N32°33.21' W88°33.32'

**H-6J, L-18H**

316 B TPA—See Remarks NOTAM FILE NMM Not insp.

**DIAP, AD**

**RWY 01L-19R:** H8003X200 (CONC) PCN 64 R/C/W/T HIRL CL

**RWY 01L:** ALSF1. OLS. WAVE-OFF. 0.5% up.

**RWY 01R-19L:** H7999X200 (CONC) PCN 68 R/C/W/T HIRL CL

**RWY 19L:** SSALR. OLS. WAVE-OFF. 0.6% down.

**RWY 10-28:** H6402X200 (CONC) PCN 30 R/C/W/T HIRL

**RWY 28:** OLS. WAVE-OFF.

**ARRESTING GEAR/SYSTEM**

**RWY 01L HOOK E28(B)** (1750')

**HOOK E28(B)** (1251') **RWY 19R**

**RWY 01R HOOK E28(B)** (1250')

**HOOK E28(B)** (1747') **RWY 19L**

**RWY 10 HOOK E28(B)** (1250')

**HOOK E28(B)** (1251') **RWY 28**

**MILITARY SERVICE:** LGT Portable OLS avbl Rwy 01L, Rwy 01R, Rwy 19L, Rwy 19R and Rwy 28. JASU 2(NC-8A)

(GTC-85) 1(NCPP-105) **FUEL** J8. Exp 1 hr refuel delays. **TRAN ALERT** Svc avbl Mon-Thu 1300-0500Z†, Fri

1300-2300Z†. Drag chute repack unavbl.

**MILITARY REMARKS:** Opr Mon-Thu 1300-0500Z†, Fri 1300-2300Z†, CLOSED Sat, Sun and holidays except by NOTAM,

hr subject to change in support CTW-1 flt opr. **RSTD** PPR all acft expect JOSAC Mission etc Base OPS DSN

637-2470/2505, C601-679-2470/2505. PPR good for +/- 1 hr PPR time. Coord of PPR outside of block time

by telephone is rqr or PPR Nr will be cancelled. Arpt subject to no notice closure. PPR civilian acft Official

Business. **CAUTION** Rwy 19L, 19R have 1 percent down gradient first 6000'. Wildlife in vicinity all rwy. Mat and twy

south of hangar not visible from twr. Ints student jet training during fld opr hr. **TFC PAT** Jet break 1400',

TPA—(1216)900. Tran acft expect visual apch when WX 2000-3 SM or abv. High altitude apch not normally avbl

when Meridian-1 West active. VFR acft ctc Meridian APP within 25 NM. **MISC** Ramp elev 283'. Expect arr/dep

delay during student flying periods. Extensive student jet training.

**COMMUNICATIONS:** SFA ATIS 290.525 (Mon-Fri 1300-0500Z†, clsd holidays).

Ⓡ **APP CON** 119.2 348.7 (E) 120.5 269.6 (S) 120.95 276.4 (W) 379.275 (N) (Mon-Fri 1300-0500Z†), other times ctc Ⓡ **MEMPHIS CENTER APP CON** 125.975 351.7

**MC CAIN TOWER** 126.2 340.2 (Rwy 01L, Rwy 19L and Rwy 28) 360.2 (Rwy 01R, Rwy 19R and Rwy 10) (Mon-Thu

1300-0500Z†, Fri 1300-2300Z†, clsd Sat, Sun and holidays exc by NOTAM. **MC CAIN GND CON** 336.4

**CLNC DEL** 301.0

Ⓡ **DEP CON** 124.8 (S) 343.7 (E) (Mon-Fri 1300-0500Z†), other times ctc Ⓡ **MEMPHIS CENTER DEP CON** 125.975 351.7

**PMSV METRO** 282.525 (Avbl 1200-0300Z†.) **BASE OPS** 352.2

**AIRSPACE:** CLASS D svc Mon-Thu 1300-0500Z†, Fri 1300-2300Z† clsd Sat, Sun and holidays exc by NOTAM other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

(L) **TACAN** Chan 56 NMM (111.9) N32°34.70' W88°32.71' 198° 1.6 NM to fld. 309/1E. Opr during flt opr hr only.

TACAN unusable:

010°-085° byd 21 NM blo 3,000' 105°-110°

ILS 109.7 I-NMM Rwy 19L. GS unusable byd 3° right of course. GS unusable byd 7° left of course.

**ASR/PAR**

**COMM/NAV/WEATHER REMARKS:** Radar see Terminal FLIP for Radar Minima.

**METCALF** N33°25.52' W90°58.93' NOTAM FILE GLH.

**MEMPHIS**

**NDB (MHW)** 359 MTQ 354° 3.5 NM to Mid Delta Rgnl.

**L-18F**

**MID DELTA RGNL** (See GREENVILLE)

**MONROE CO** (See ABERDEEN/AMORY)

**NAKIKI** IKT N28°31.25' W88°17.33'

**L-21C, GOMC**

**AWOS-3** 118.825

**NATCHEZ** N31°37.09' W91°17.98' NOTAM FILE HEZ.

**HOUSTON**

(L) **VOR/DME** 110.0 HEZ Chan 37 at Hardy-Anders Fld/Natchez-Adams Co. 280/03E.

**L-22F**

DME unmonitored. DME portion unusable byd 25 NM blo 3000'.

**RCO** 122.1R 110.0T (GREENWOOD RADIO)

**NATCHEZ****HARDY-ANDERS FLD NATCHEZ-ADAMS CO** (HEZ) 6 NE UTC-6(-5DT)**HOUSTON**  
H-6J, L-22F  
IAP

N31°36.82' W91°17.84'

272 B S4 FUEL 100LL, JET A Class IV, ARFF Index A. NOTAM FILE HEZ

RWY 13-31: H6500X150 (ASPH-GRVD) S-50, D-78, 2S-100,  
2D-172 MIRL

RWY 13: MALSR. PAPI(P4L)—GA 3.0° TCH 54'.

RWY 31: PAPI(P4L)—GA 3.0° TCH 42'. Trees.

RWY 18-36: H5000X150 (ASPH) S-83, D-113, 2S-143, 2D-65  
MIRL

RWY 18: VASI(V2L)—GA 3.0° TCH 37'. RWY 36: Trees.

**AIRPORT REMARKS:** Attended continuously. CLOSED to unscheduled air carrier ops with more than 30 passenger seats except 24 hrs PPR call arpt manager 601-442-5171. Deer on and invof rwy. ACTIVATE MIRL Rwy 18-36, MALSR Rwy 13, VASI Rwy 18 and PAPI Rwy 13 and Rwy 31—CTAF.**WEATHER DATA SOURCES:** AWOS-3 124.675 (601) 446-8022 LAWRS.**COMMUNICATIONS:** CTAF/UNICOM 122.8

NATCHEZ RCO 122.1R 110.0T (GREENWOOD RADIO)

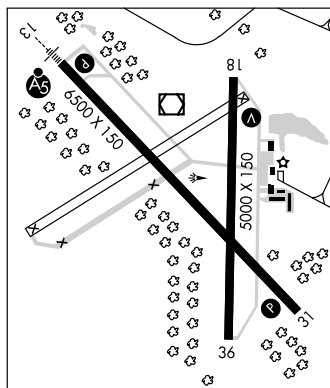
Ⓡ **HOUSTON CENTER APP/DEP CON** 120.975**RADIO AIDS TO NAVIGATION:** NOTAM FILE HEZ.

NATCHEZ (L) VOR/DME 110.0 HEZ Chan 37 N31°37.09'

W91°17.98' at fld. 280/03E. DME unmonitored.

NATCHEZ-ADAMS CO NDB (MHW) 388 HAH N31°41.41' W91°17.60' 180° 4.6 NM to fld.

ILS 111.35 I-HEZ Rwy 13. Class IB. GS unmonitored.

**NATCHEZ-ADAMS CO** N31°41.41' W91°17.60' NOTAM FILE HEZ.**HOUSTON**  
L-22F

NDB (MHW) 388 HAH 180° 4.6 NM to Hardy-Anders Fld Natchez-Adams Co.

**NEW ALBANY-UNION CO** (M72) 3 N UTC-6(-5DT) N34°32.94' W89°01.47'**MEMPHIS**  
L-18G  
IAP

413 B S4 FUEL 100LL NOTAM FILE GWO

RWY 18-36: H3903X75 (ASPH) S-20 MIRL

RWY 18: Tree. RWY 36: Trees.

**AIRPORT REMARKS:** Attended Mon-Fri dalgt hrs, Sat 1400-1800Z. Fuel 24 hr credit card svc avbl. MIRL Rwy 18-36 opr dusk-0400Z. After 0400Z. ACTIVATE—CTAF.**COMMUNICATIONS:** CTAF/UNICOM 122.8Ⓡ **MEMPHIS CENTER APP/DEP CON** 135.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

HOLLY SPRINGS (L) VORTAC 112.4 HLI Chan 71 N34°46.22' W89°29.79' 116° 26.9 NM to fld. 630/03E.

**NEWTON****JAMES H EASOM FLD** (M23) 1 SE UTC-6(-5DT) N32°18.71' W89°08.15'**MEMPHIS**  
L-18G

369 B S4 FUEL 100LL NOTAM FILE GWO

RWY 13-31: H3000X75 (ASPH) S-21 MIRL

RWY 13: Trees. RWY 31: PVASI(P5IL)—GA 7.0° TCH 26'. Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1300-2200Z. For attendant after hrs and emergencies only call 601-416-4981. 24 hr fuel avbl with credit card. Public phone avbl 601-683-2664. ACTIVATE MIRL Rwy 13-31—CTAF. PAPI Rwy 31 opr continuously.**COMMUNICATIONS:** CTAF/UNICOM 122.8**RADIO AIDS TO NAVIGATION:** NOTAM FILE MEI.MERIDIAN (H) VORTAC 117.0 MEI Chan 117 N32°22.71' W88°48.26' 252° 17.3 NM to fld. 580/05E.  
HIWAS.**OCEAN SPRINGS** (5R2) 3 E UTC-6(-5DT) N30°23.37' W88°45.21'**NEW ORLEANS**  
L-21C, 22G

20 B FUEL 100LL NOTAM FILE GWO

RWY 18-36: H3500X50 (ASPH) S-10 MIRL

RWY 18: Trees.

**AIRPORT REMARKS:** Attended 1500-2300Z. Extensive student flight training. Arpt rotating bcn OTS indef. ACTIVATE rotating bcn and lgtd windsock—CTAF. ACTIVATE MIRL Rwy 18-36—CTAF.**COMMUNICATIONS:** CTAF/UNICOM 122.7**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

SEMME (H) VORTAC 115.3 SJI Chan 100 N30°43.56' W88°21.56' 220° 28.7 NM to fld. 190/05E.

**OKOLONA MUNI—RICHARD STOVALL FLD** (5A4) 2 NE UTC-6(-5DT)

MEMPHIS

N34°00.95' W88°43.57'

L-18G

335 B NOTAM FILE GWO

IAP

RWY 18-36: H3200X60 (ASPH) S-12.5 MIRL

RWY 18: Tree. RWY 36: Trees.

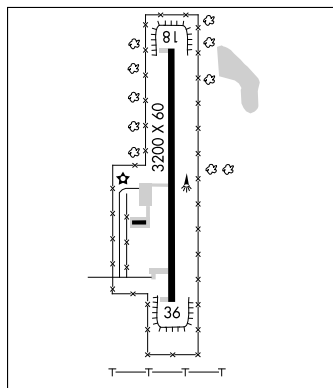
**AIRPORT REMARKS:** Unattended. Rwy 18-36 terrain drops off abruptly 200' from both ends. PAEW on and invof Rwy 18-36. ACTIVATE MIRL Rwy 18-36—CTAF.

**COMMUNICATIONS:** CTAF 122.9

Ⓡ **COLUMBUS APP/DEP CON** 126.075 (1300-0100Z± Mon-Fri, 1600-2300Z± Sun, clsd Sat and holidays, other times etc.

**MEMPHIS CENTER APP/DEP CON** 128.5**RADIO AIDS TO NAVIGATION:** NOTAM FILE TUP.

**TUPELO (L) VORW/DME** 109.8 OTB Chan 35 N34°13.43' W88°47.84' 160° 13 NM to fld. 360/04E.

**OKTIBBEHA** (See STARKVILLE)**OLIVE BRANCH** (OLV) 3 NE UTC-6(-5DT) N34°58.73' W89°47.21'

MEMPHIS

402 B S4 **FUEL** 100LL, JET A OX 3 TPA—1202(800) NOTAM FILE OLV

H-6J, L-18G

RWY 18-36: H6000X100 (ASPH-GRVD) S-50 HIRL

IAP

RWY 18: MALSR. VASI(V4L)—GA 3.0°TCH 31'. RWY 36: VASI(V4L)—GA 3.0° TCH 31'. Tree.

**AIRPORT REMARKS:** Attended 1300-0200Z±. Bottle oxygen avbl on request call 662-895-2978. Read back required of all hold back instructions. Public phone avbl 662-895-9975 or 662-895-9978. Twy H clsd except to single and light twin acft only. Fixed distance markers. ACTIVATE MALSR Rwy 18—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.925 (662) 893-5906. LAWRS.**COMMUNICATIONS:** CTAF 125.275 ATIS 119.925 UNICOM 122.7Ⓡ **MEMPHIS APP CON** 125.8 120.07Ⓡ **MEMPHIS DEP CON** 124.15 **CLNC DEL** 121.3 (When twr clsd)**TOWER** 125.275 (1300-0300Z±) **GND CON** 121.2 **CLNC DEL** 121.2**AIRSPACE:** CLASS D svc 1300-0300Z±.**RADIO AIDS TO NAVIGATION:** NOTAM FILE MEM.**MEMPHIS (H) VORTAC** 117.5 MEM Chan 122 N35°00.91' W89°58.99' 102° 9.9 NM to fld. 360/01E.**ILS/DME** 109.3 I-OLV Chan 30 Rwy 18. Class IB. Unmonitored when twr clsd.**OXFORD****UNIVERSITY—OXFORD** (UOX) 2 NW UTC-6(-5DT) N34°23.06' W89°32.21'

MEMPHIS

452 B S1 **FUEL** JET A TPA—See Remarks Class IV, ARFF Index A NOTAM FILE GWO

H-6J, L-18G

RWY 09-27: H5600X100 (ASPH) S-38, D-55, 2D-90 MIRL 0.7% up E

IAP

RWY 09: PAPI(P4L)—GA 3.0°TCH 40'.

RWY 27: REIL. Tree.

**AIRPORT REMARKS:** Attended 1300-0000Z±. For arpt attendant ngts call 662-234-2036. Deer invof Rwy 09-27. CLOSED to air carrier ops with more than 30 passenger seats except PPR call arpt manager 662-234-2036. TPA—1252(800), High speed—1652(1200).

MIRL Rwy 09-27 opr dusk-0400Z±, after 0400Z±, ACTIVATE MIRL

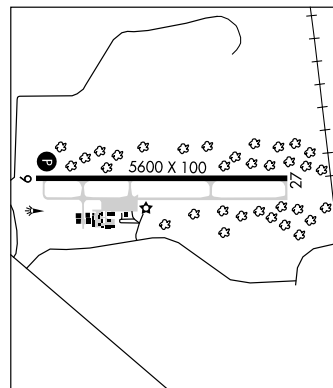
Rwy 09-27—CTAF. ACTIVATE PAPI Rwy 09—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 132.725 (662) 234-9751.**COMMUNICATIONS:** CTAF/UNICOM 123.0Ⓡ **MEMPHIS CENTER APP/DEP CON** 128.5**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

**HOLLY SPRINGS (L) VORTAC** 112.4 HLI Chan 71 N34°46.22' W89°29.79' 182° 23.2 NM to fld. 630/03E.

**TUNNG NDB (LOM)** 426 UV N34°23.11' W89°37.56' 089° 4.4 NM to fld.

**ILS** 111.7 I-UVLD Rwy 09. LOM TUNNG NDB. (Loc Only) Unmonitored 2300-1400Z±.



**PANOLA CO** (See BATESVILLE)**PASCAGOULA****TRENT LOTT INTL** (PQL) 6N UTC-6(-5DT) N30°27.77' W88°31.75'

17 B S4 FUEL 100LL, JET A NOTAM FILE PQL

RWY 17-35: H6500X100 (ASPH-GRVD) D-60 MIRL

RWY 17: MALSR. RWY 35: PAPI(P4L)—GA 3.03° TCH 40'.

**AIRPORT REMARKS:** Attended continuously. Military contract fuel unavailable. Numerous low flying fish spotter acct opr near shoreline between Bay St Louis and Pascagoula SR-SS. ACTIVATE MIRL Rwy 17-35, PAPI Rwy 35 and MALSR Rwy 17—CTAF.

**WEATHER DATA SOURCES:** ASOS 135.175 (228) 474-2836.**COMMUNICATIONS:** CTAF 118.575 ATIS 135.175 UNICOM 122.8

MOBILE APP/DEP CON 121.0 (1200-0500Z‡)

HOUSTON CENTER APP/DEP CON 127.65 (0500-1200Z‡)

TOWER 118.575 (Mon-Fri 1100-0200Z‡, Sat-Sun

1400-0000Z‡) GND CON 121.725

CLNC DEL 121.725

**AIRSPACE:** CLASS D svc Mon-Fri 1100-0200Z‡, Sat-Sun

1400-0000Z‡, other times CLASS G.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE ANB.

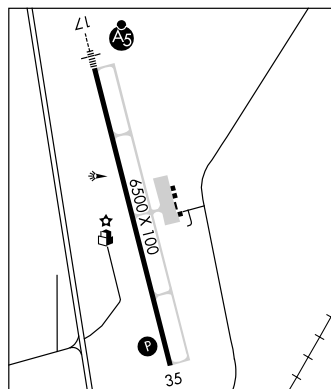
SEMMES (H) VORTACW 115.3 SJL Chan 100 N30°43.56'

W88°21.56' 204° 18.1 NM to fld. 190/05E.

TLOTT NDB (LOM) 209 PQ N30°32.89' W88°33.19' 165° 5.3

NM to fld. NOTAM FILE PQL.

ILS 110.1 I-PQL Rwy 17. Class IB. LOM TLOTT NDB.

**PAUL PITTMAN MEML** (See TYLERTOWN)**PHILADELPHIA MUNI** (MPE) 2 NW UTC-6(-5DT) N32°47.95' W89°07.56'

458 B FUEL 100LL, JET A NOTAM FILE GWO

RWY 18-36: H5001X75 (ASPH) S-30 MIRL 0.4% up S

RWY 18: PAPI(P2L)—GA 3.0° TCH 42'. Bldg.

RWY 36: PAPI(P2L)—GA 3.0° TCH 42'. Trees.

**AIRPORT REMARKS:** Attended Mon-Sun 1300-2300Z‡. After hrs svc call 601-416-1721. ACTIVATE MIRL Rwy 18-36 and PAPI Rwy 18 and Rwy 36—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.725 (601) 663-0040.**COMMUNICATIONS:** CTAF/UNICOM 123.0

Ⓡ MEMPHIS CENTER APP/DEP CON 132.75

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MEI.

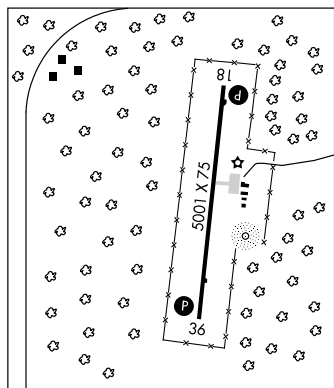
MERIDIAN (H) VORTAC 117.0 MEI Chan 117 N32°22.71'

W88°48.26' 322° 30.0 NM to fld. 580/05E.

HIWAS.

NDB (MHW) 219 MPE N32°47.89' W89°07.49' at fld. NOTAM

FILE GWO. NDB unusable byd 15 NM.

**MEMPHIS**

H-7E, 8F, L-18G

IAP

**PICAYUNE MUNI** (MJD) 2 SE UTC-6(-5DT) N30°29.25' W89°39.07'

55 B S4 FUEL 100LL, JET A NOTAM FILE GWO

RWY 18-36: H5000X75 (ASPH) S-30 MIRL

RWY 18: PAPI(P2L)—GA 3.0° TCH 36'. Trees.

RWY 36: PAPI(P2L)—GA 3.0° TCH 43'. Trees.

**AIRPORT REMARKS:** Attended 1400-2300Z‡. Fuel avbl 24 hrs with credit card. Birds and geese invof arpt. Rwy 18-36 MIRL OTS indef. All twy lgts OTS indef. Rwy 18 PAPI OTS indef. Rwy 36 PAPI OTS indef. ACTIVATE MIRL Rwy 18-36—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 119.075 (601) 798-4136. AWOS OTS indef.**COMMUNICATIONS:** CTAF/UNICOM 122.8

RCO 122.1R 112.2T (GREENWOOD RADIO)

Ⓡ GULFPORT APP/DEP CON 124.6 (1200-0500Z‡)

Ⓡ HOUSTON CENTER APP/DEP CON 127.65 (0500-1200Z‡)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

(L) VOR/DME 112.2 PCU Chan 59 N30°33.67' W89°43.83' 132° 6.0 NM to fld. 70/05E.

**NEW ORLEANS**

H-7E, 8F, L-21B, 22G

IAP



**PITTSBORO****CALHOUN CO** (Ø4M) 1 SW UTC-6(-5DT) N33°55.81' W89°20.60'**MEMPHIS**

387 B FUEL 100LL NOTAM FILE GWO

**L-186****RWY 15-33:** H3200X60 (ASPH) S-15 MIRL**RWY 15:** PAPI(P4L)—GA 3.0° TCH 40'. Trees.**RWY 33:** PAPI(P4L)—GA 3.0° TCH 40'. Trees.**AIRPORT REMARKS:** Attended dalgt hours Mon-Sat, Apr-Oct. Fuel 24 hr credit card svc avbl. ACTIVATE MIRL Rwy 15-33—CTAF. PAPI Rwy 15 and Rwy 33 opr continuously.**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE CBM.**CALEDONIA (T) VORTAC** 115.2 CBM Chan 99 N33°38.49' W88°26.31' 291° 48.4 NM to fld. 250/00E.

Monitored Mon-Fri 1300-0100Z‡, Sun 1600-2300Z‡. No NOTAM MP Mon-Fri 0300-1030Z‡,

Sun 1300-1500Z‡.

**PONTOTOC CO** (22M) 2 NW UTC-6(-5DT) N34°16.56' W89°02.30'**MEMPHIS**

440 S4 FUEL 100LL NOTAM FILE GWO

**L-186****RWY 11-29:** H3000X50 (ASPH) S-16 MIRL**RWY 11:** Trees.**RWY 29:** Trees.**AIRPORT REMARKS:** Attended Mon-Fri dalgt hours. For attendant after hours and emerg svc call 662-489-8187/3950.**COMMUNICATIONS:** CTAF/UNICOM 122.8 (unicom out of svc indefinitely)**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.**HOLLY SPRINGS (L) VORTAC** 112.4 HLI Chan 71 N34°46.22' W89°29.79' 139° 37.3 NM to fld. 630/03E.**POPLARVILLE-PEARL RIVER CO** (M13) 3 SE UTC-6(-5DT) N30°47.16' W89°30.27'**NEW ORLEANS**

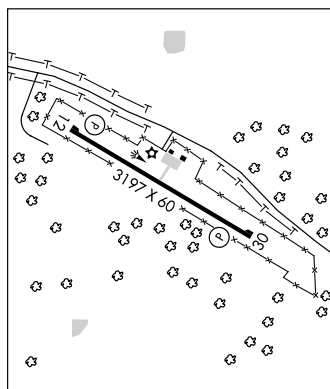
320 B FUEL 100LL NOTAM FILE GWO

**L-21B, 22G****RWY 16-34:** H4000X100 (ASPH) S-25.2 MIRL**RWY 16:** PAPI(P2L)—GA 3.0° TCH 40'. Trees.**RWY 34:** PAPI(P2L)—GA 3.0° TCH 40'. Trees.**AIRPORT REMARKS:** Unattended. Fuel 24 hr self-serve with credit card. Ultralight activity on and in vicinity of arpt. Rwy 34 terrain drops off abruptly 200' from thld. Rotating bcn OTS indef. MIRL Rwy 16-34 and PAPI Rwy 16 and Rwy 34 operate dusk-0300Z‡, after 0300Z‡ ACTIVATE—CTAF.**COMMUNICATIONS:** CTAF 122.9**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.**PICAYUNE (L) VOR/DME** 112.2 PCU Chan 59 N30°33.67' W89°43.83' 036° 17.8 NM to fld. 70/05E.**PRENTISS-JEFFERSON DAVIS CO** (M43) 2 W UTC-6(-5DT) N31°35.72' W89°54.39'**NEW ORLEANS**

455 B FUEL 100LL NOTAM FILE GWO

**L-22F****RWY 12-30:** H3197X60 (ASPH) S-20 MIRL**IAP****RWY 12:** PAPI(P2L). Trees.**RWY 30:** PAPI(P2L). Trees.**AIRPORT REMARKS:** Unattended. Fuel avbl 24 hrs with credit card. For emergency call police department 601-792-5198. Ultralight activity on and in vicinity of arpt. ACTIVATE MIRL Rwy 12-30—CTAF.**COMMUNICATIONS:** CTAF/UNICOM 122.8**HOUSTON CENTER APP/DEP CON** 126.8**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCB.**McCOMB (H) VORTAC** 116.7 MCB Chan 114 N31°18.27'

W90°15.49' 043° 25.1 NM to fld. 440/03E. HIWAS



## QUITMAN

**CLARKE CO** (23M) 3 N UTC-6(-5DT) N32°05.09' W88°44.34'

MEMPHIS

320 B FUEL 100LL, MOGAS NOTAM FILE GWO

L-17D, 18G

RWY 16-34: H3200X60 (ASPH) S-12.5 MIRL

RWY 16: PAPI (P2L). Thld dsplcd 245'. Tree.

RWY 34: Thld dsplcd 245'. Trees.

**AIRPORT REMARKS:** Attended continuously. Ultralight activity on and in vicinity of arpt. Rwy 16 ground drops abruptly 200' from thld. Ground drops abruptly from Rwy 34 thld. Rwy 16 PAPI unusable byd 5° left of course. After 0400Z± ACTIVATE MIRL Rwy 16-34 and PAPI Rwy 16—CTAF.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MEI.

MERIDIAN (H) VORTAC 117.0 MEI Chan 117 N32°22.71' W88°48.26' 164° 17.9 NM to fld. 580/05E.  
HIWAS.

## RAYMOND

**JOHN BELL WILLIAMS** (M16) 3 NE UTC-6(-5DT) N32°18.27' W90°24.63'

MEMPHIS

247 B S3 FUEL 100LL, JET A NOTAM FILE GWO

H-6J, L-18G

RWY 12-30: H5501X100 (ASPH-RFSC) S-60, D-75 MIRL

IAP

RWY 12: PAPI(P4L)—GA 3.0°TCH 38'.

RWY 30: PAPI(P4L)—GA 3.0°TCH 39'. Trees.

**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z±, Sat 1400-1800Z±. Fuel avbl 24 hrs with card. ACTIVATE MIRL Rwy 12-30—CTAF. PAPI Rwy 12 and Rwy 30 operate continuously.

**WEATHER DATA SOURCES:** AWOS-3 118.675 (601) 857-3887.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

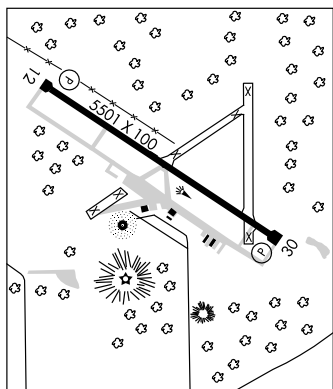
JACKSON APP/DEP CON 125.25 (153°-332°) (1200-0500Z±)

Ⓡ MEMPHIS CENTER APP/DEP CON 132.5 (0500-1200Z±)

**RADIO AIDS TO NAVIGATION:** NOTAM FILE JAN.

JACKSON (H) VORTAC 112.6 JAN Chan 73 N32°30.45' W90°10.06' 220° 17.3 NM to fld. 360/05E.

RAYMOND NDB (MHW) 375 RYB N32°18.09' W90°24.69' at fld. NOTAM FILE GWO.



**RAYMOND** N32°18.09' W90°24.69' NOTAM FILE GWO.

MEMPHIS

NDB (MHW) 375 RYB at John Bell Williams.

L-18G

**RENOVA** N33°48.42' W90°45.76' NOTAM FILE GWO.

MEMPHIS

NDB (MHW) 272 RNV 171° 2.8 NM to Cleveland Muni. NDB unmonitored. NDB unusable byd 20 NM.

L-18F

**RICHTON-PERRY CO** (M59) 2 S UTC-6(-5DT) N31°19.04' W88°56.10'

NEW ORLEANS

167 B NOTAM FILE GWO

L-21C, 22G

RWY 18-36: H3000X60 (ASPH) S-20. MIRL

RWY 18: PAPI(P2L). Trees.

RWY 36: PAPI(P2L). Trees.

**AIRPORT REMARKS:** Unattended. ACTIVATE MIRL Rwy 18-36 and PAPI Rwy 18 and Rwy 36—CTAF.

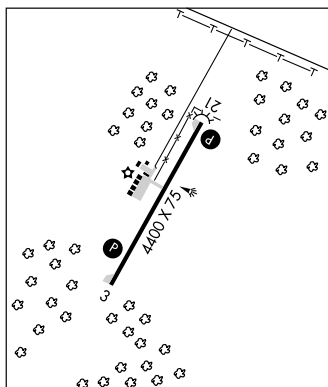
**COMMUNICATIONS:** CTAF 122.9

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

EATON (L) VORTAC 110.6 LBY Chan 43 N31°25.12' W89°20.26' 101° 21.6 NM to fld. 290/05E.

**RIPLEY** (25M) 3 W UTC-6(-5DT) N34°43.34' W89°00.90'  
 465 B FUEL 100LL NOTAM FILE GWO  
**RWY 03-21:** H4400X75 (ASPH) S-20 MIRL 0.6% up NE  
**RWY 03:** PAPI(P2L)—GA 3.25° TCH 15'. Tree.  
**RWY 21:** PAPI(P2L)—GA 3.5° TCH 16'. Tree.  
**AIRPORT REMARKS:** Unattended. Self-service credit card fuel avbl 24 hrs. After 0400Z± ACTIVATE MIRL Rwy 03-21 and PAPI Rwy 03 and 21—CTAF.  
**COMMUNICATIONS:** CTAF/UNICOM 122.8  
 Ⓡ **MEMPHIS CENTER APP/DEP CON** 135.9  
**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.  
**HOLLY SPRINGS (L) VORTAC** 112.4 HLI Chan 71 N34°46.22' W89°29.79' 094° 24 NM to fld. 630/03E.

MEMPHIS  
L-18G  
IAP



**ROSCOE TURNER** (See CORINTH)

**RULEVILLE-DREW** (See DREW)

**SAVOY** N32°14.84' W88°46.30' NOTAM FILE MEI.  
 NDB (MHW/LOM) 356 ME 010° 5.2 NM to Key Fld.

MEMPHIS  
L-18G

**SCOBEE** N33°53.47' W89°52.47' NOTAM FILE GWO.  
 NDB (MHW) 245° SBQ 132° 5.2 NM to Grenada Muni. NDB unusable byd 20 NM.

MEMPHIS  
L-18G

**SELFS** (See MARKS)

**SEYER** N35°00.93' W88°36.94' NOTAM FILE GWO.  
 NDB (LOM) 334° UU 173° 6.1 NM to Roscoe Turner.

MEMPHIS

**SIDON** N33°27.83' W90°16.64' NOTAM FILE GWO.  
 (H) VORTAC 114.7 SQS Chan 94 076° 9.8 NM to Greenwood-Leflore. 125/03E.  
 RCO 122.1R 114.7T (GREENWOOD RADIO)

MEMPHIS  
H-6J, 5C, L-18G

## STARKVILLE

**GEORGE M BRYAN** (STF) 3 SW UTC-6(-5DT) N33°25.99' W88°50.92'

MEMPHIS  
H-6J, L-18G  
IAP

333 B S4 FUEL 100LL, JET A NOTAM FILE GWO  
**RWY 18-36:** H5550X150 (ASPH-CONC) S-25, D-30 HIRL  
**RWY 18:** PAPI(P2L)—GA 3.0° TCH 24'. Thld dspcd 1380'. Trees.  
**RWY 36:** REIL. PAPI(P2L)—GA 3.0° TCH 26'.  
**AIRPORT REMARKS:** Attended Mon-Sat 1400-0100Z±, Sun 1400-2300Z±. Fuel 24 hr credit card svc avbl. Rwy 18-36 HIRL opr 1400-2230Z±, after 2230Z± ACTIVATE HIRL Rwy 18-36—CTAF. PAPI Rwy 18 and PAPI Rwy 36 opr continuously.  
**WEATHER DATA SOURCES:** AWOS-3 118.975 (662) 323-4966.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

Ⓡ **COLUMBUS APP/DEP CON** 135.6 (1300-0100Z± Mon-Fri, 1600-2300Z± Sun, clsd Sat and holidays. Other times ctc

**MEMPHIS CENTER APP/DEP CON** 127.1

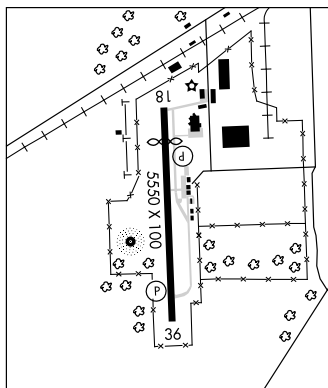
**COLUMBUS CLNC DEL** 126.25

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

**BIGBEE (L) VORTACW** 116.2 IGB Chan 109 N33°29.13' W88°30.82' 256° 17.1 NM to fld. 240/04E. HIWAS.

**BRYAN NDB (MHW)** 281 STF N33°25.92' W88°51.02' at fld. NDB unmonitored.

**ILS/DME** 109.9 I-STF Chan 36 Rwy 36. (LOC only)



**OKTIBBEHA** (M51) 7 NE UTC-6(-5DT) N33°29.85' W88°40.88'

MEMPHIS

250 S4 NOTAM FILE GWO

L-18G

RWY 13-31: 2700X150 (TURF)

IAP

RWY 13: Trees RWY 31: Trees

RWY 18-36: 2200X150 (TURF)

RWY 18: Trees. RWY 36: Trees.

**AIRPORT REMARKS:** Attended continuously. Rwy 13-31 marked by mowing and white jugs 75' apart. Rwy 18-36 marked by mowing and white jugs 75' apart. UNICOM OTS indef.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

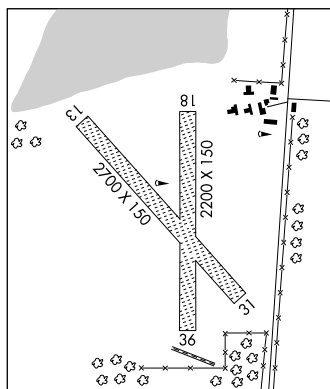
Ⓡ **COLUMBUS APP/DEP CON** 135.6 (1300-0100Z± Mon-Fri, 1600-2300Z± Sun, clsd Sat and holidays. Other times ctc

**MEMPHIS CENTER APP/DEP CON** 127.1

**COLUMBUS CLNC DEL** 126.25

**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.

**BIGBEE (L) VORTACW** 116.2 IGB Chan 109 N33°29.13' W88°30.82' 271°8.5 NM to fld. 240/04E. **HIWAS.**



**STENNIS INTL** (See BAY ST LOUIS)

**TALLAHALA** N31°41.25' W89°11.39' NOTAM FILE GWO.

NEW ORLEANS

NDB (MHW) 346 THJ 135° 1.2 NM to Hesler-Noble Fld.

L-22G

**TEOCK** N33°35.52' W90°05.06' NOTAM FILE GWO.

MEMPHIS

NDB (LOM) 349 GW 178° 5.8 NM to Greenwood-Leflore.

L-18G

**THIGPEN FLD** (See BAY SPRINGS)

**TISHOMINGO CO** (See BELMONT)

**TLOTT** N30°32.89' W88°33.19' NOTAM FILE PQL.

NEW ORLEANS

NDB (LOM) 209 PQ 165° 5.3 NM to Trent Lott Intl.

**TRENT LOTT INTL** (See PASCAGOULA)

## TUNICA

**TUNICA** (3ØM) 2 S UTC-6(-5DT) N34°40.01' W90°22.01'

MEMPHIS

195 S2 **FUEL** 100LL, JET A NOTAM FILE GWO

RWY 01-19: 2508X80 (ASPH-TURF)

RWY 01: Thld displd 108'.

**AIRPORT REMARKS:** Attended dalgt hrs. Telephone, taxi and courtesy car avbl. Rwy 01-19 southern 1800 ft X 14 ft center portion of rwy is asph. Apron areas deteriorating.

**COMMUNICATIONS:** CTAF/UNICOM 122.8

**TUNICA MUNI** (UTA) 1 E UTC-6(-5DT) N34°41.10' W90°20.87'

MEMPHIS

194 B S4 **FUEL** 100LL, JET A OX 1,3 Class I, ARFF Index B NOTAM FILE GWO

H-6J, L-18G

RWY 17-35: H8500X150 (ASPH-GRVD) S-94, D-215, 2T-510, 2D-460, 2D/2D2-720 HIRL

IAP

RWY 17: ODALS.

RWY 35: MALSR. PAPI(P4L)—GA 3.0° TCH 50'. Rgt tfc.

**AIRPORT REMARKS:** Attended continuously. Public phone 662-363-9956. Large flocks of geese invov arpt Nov-Feb. Agricultural acft activity invov the arpt during daylight hours all days. 24 hr PPR for commercial flts over 60 seats. Rwy 35 designated calm wind rwy. Twy N clsd indef. **ACTIVATE HIRL** Rwy 17-35 and MALSR Rwy 35—CTAF.

**WEATHER DATA SOURCES:** AWOS-3 118.075 (662) 363-1652.

**COMMUNICATIONS:** CTAF/UNICOM 123.0

**MEMPHIS APP/DEP** 119.1

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MEM.

**MEMPHIS (H) VORTAC** 117.5 MEM Chan 122 N35°00.91' W89°58.99' 221° 26.7 NM to fld. 360/01E.

**ILS/DME** 110.95 I-UTA Chan 46(Y) Rwy 35. Class IE.

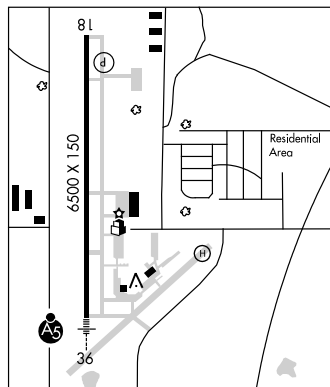
**TUNNG** N34°23.11' W89°37.56' NOTAM FILE GWO.  
**NDB (LOM)** 426 UV 089° 4.4 NM to University—Oxford.

**MEMPHIS**  
**L-18G**

**TUPELO RGNL** (TUP)(KTUP) CIV/MIL/P/ANG 3 W UTC-6(-5DT) N34°16.09' W88°46.19'  
 346 B S4 **FUEL** 100LL, JET A, A+, A1+ ARFF Index—See Remarks NOTAM FILE TUP  
**Rwy 18-36:** H6500X150 (ASPH-GRVD) S-90, D-135, 2D-150 HIRL  
**Rwy 18:** REIL. PAPI(P4L)—GA 3.0° TCH 45'. **Rwy 36:** MALSR.

**MEMPHIS**  
**H-6J, L-18G**  
**DIAP, AD**

**MILITARY SERVICE:** **FUEL** A+ (NC-100, 100LL, A1+) (Weekdays 1200-0200Z, weekends 1400-0200Z, C662-823-4359).  
**AIRPORT REMARKS:** Attended 1200-0400Z. Helicopter ops all hrs 700' AGL East of Rwy 18-36 contact CTAF for advisories. Helicopter parking and refueling—ctc FBO on 128.85. Air carrier ramp restricted to air carrier ops except with PPR call arpt manager Mon-Fri 1400-2300Z; 662-841-6570 ext. 8. Class I, ARFF Index A, PPR for unscheduled air carrier ops with more than 30 passenger seats call arpt manager 662-841-6570 ext. 8. Scheduled air carrier ops using acft with more than 9 passenger seats are not authorized in excess of 15 minutes before or after scheduled arrival or departure times without prior coordination with arpt manager and confirmation that ARFF svcs are avbl prior to ldf or tkf. Index B ARFF equipment avbl. **ACTIVATE** HIRL Rwy 18-36, MALSR Rwy 36, and REIL Rwy 18—CTAF. PAPI Rwy 18 opr continuously.



**MILITARY REMARKS:** **RSTD** Helicopter parking and refueling rstd to east end of clsd rwy, ctc FBO on 128.85. Acft ramp rstd to acft ops except with PPR call arpt manager C662-841-6570 extension 8. **CAUTION** Helicopter ops all hours 700' AGL east of Rwy 18-36, ctc CTAF.  
**ANG** Support facility ops Mon-Fri 1300-2200Z except holidays. Limited parking avbl. No tran fuel. DSN 293-3400, C662-891-4400.

**WEATHER DATA SOURCES:** ASOS 133.525 (662) 840-8528.

**COMMUNICATIONS:** **CTAF** 118.775

**RCO** 122.5 (GREENWOOD RADIO)

**MEMPHIS CENTER APP/DEP CON** 128.5 279.55

**TOWER** 118.775 254.275 (1200-0400Z) **GND CON** 121.825 254.275 **ARRNG OPS** 33.50 241.0

**AIRSPACE:** **CLASS D** 1200-0400Z. Other times **CLASS E**.

**RADIO AIDS TO NAVIGATION:** NOTAM FILE TUP.

(L) **VORW/DME** 109.8 OTB Chan 35 N34°13.43' W88°47.84' 023° 3 NM to fld. 360/04E. VOR portion unusable 190°-220°.

**VERON NDB (LOM)** 420 TU N34°10.82' W88°46.13' 358° 5.3 NM to fld.

**ILS/DME** 108.5 I-TUP Chan 22 Rwy 36. Class IA. LOM **VERON NDB**. ILS unmonitored 0500-1100Z. ILS unusable 25° right of course.

## TYLERTOWN

**PAUL PITTMAN MEML** (T36) 3 NW UTC-6(-5DT) N31°08.76' W90°10.09'

**NEW ORLEANS**  
**L-21B, 22F**

384 B **FUEL** 100 NOTAM FILE GWO

**Rwy 18-36:** H3000X60 (ASPH) S-20 MIRL

**Rwy 18:** PAPI(P2L)—GA 3.0°.

**Rwy 36:** PAPI(P2L)—GA 3.0°. Trees.

**AIRPORT REMARKS:** Attended continuously. Fuel avbl 24 hrs with credit card. MIRL Rwy 18-36 preset low ints dusk-dawn; to increase ints **ACTIVATE**—CTAF. PAPI Rwy 18 and Rwy 36 opr continuously.

**COMMUNICATIONS:** **CTAF/UNICOM** 122.8

**RADIO AIDS TO NAVIGATION:** NOTAM FILE MCB.

**McCOMB (H) VORTAC** 116.7 MCB Chan 114 N31°18.27' W90°15.49' 151°10.6 NM to fld. 440/03E.  
**HIWAS**

**UNIVERSITY—OXFORD** (See OXFORD)

**VERON** N34°10.82' W88°46.13' NOTAM FILE TUP.

**MEMPHIS**  
**L-18G**

**NDB (LOM)** 420 TU 358° 5.3 NM to Tupelo Rgnl.

**VICKSBURG MUNI** (VKS) 7 SW UTC-6(-5DT) N32°14.36' W90°55.71'

MEMPHIS  
H-6J, L-18F  
IAP

106 B S4 FUEL 100LL, JET A LRA NOTAM FILE GWO

RWY 01-19: H5000X100 (ASPH) S-30, D-50, 2D-90 MIRL

RWY 01: Thld dsplcd 300'. Trees.

RWY 19: Thld dsplcd 480'. Trees.

AIRPORT REMARKS: Attended 1300-2300Z±. ACTIVATE MIRL Rwy 01-19—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

Ⓡ MEMPHIS CENTER APP/DEP CON 132.5

RADIO AIDS TO NAVIGATION: NOTAM FILE JAN.

JACKSON (H) VORTAC 112.6 JAN Chan 73 N32°30.45' W90°10.06' 243° 41.9 NM to fld. 360/05E.

**VICKSBURG TALLULAH RGNL** (See TALLULAH/VICKSBURG, LA)

**VORTEX HELIPORT** (See LONG BEACH)

**WATER VALLEY MUNI** (33M) 3 NW UTC-6(-5DT) N34°10.01' W89°41.17'

MEMPHIS  
L-18G

270 B NOTAM FILE GWO

RWY 15-33: H3000X50 (ASPH) S-20 LIRL

RWY 15: Trees.

RWY 33: Trees.

AIRPORT REMARKS: Attended on call. For part time attendant call 662-473-7676. Large flocks of ducks over lake.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

HOLLY SPRINGS (L) VORTAC 112.4 HLI Chan 71 N34°46.22' W89°29.79' 192° 37.3 NM to fld. 630/03E.

**WAYNESBORO MUNI** (2RØ) 2 S UTC-6(-5DT) N31°38.76' W88°38.09'

NEW ORLEANS  
H-6J, L-22G

164 B FUEL 100LL NOTAM FILE GWO

RWY 02-20: H5000X75 (ASPH) S-15 MIRL

RWY 02: PAPI (P2L). Trees.

RWY 20: PAPI (P2L). Thld dsplcd 665'. Railroad.

AIRPORT REMARKS: Attended Mon-Fri 1400-2200Z±. For arpt attendant after hrs call 601-735-9282, cell number 601-381-5038/5039. Fuel 24 hr credit card svc avbl. ACTIVATE MIRL Rwy 02-20 and PAPI Rwy 02 and 20—CTAF.

COMMUNICATIONS: CTAF/UNICOM 122.8

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

GREENE CO (H) VORTACW 115.7 GCV Chan 104 N31°05.88' W88°29.17' 342° 33.7 NM to fld. 300/05E.

**WEST DELTA** DLP N29°07.28' W89°32.83'

L-21B, 22G, GOMC

AWOS-3 120.425

## WEST POINT

**McCHAREN FLD** (M83) 2 S UTC-6(-5DT) N33°35.04' W88°40.00'

MEMPHIS  
L-18G  
IAP

205 B NOTAM FILE GWO

RWY 18-36: H3850X75 (ASPH) S-30, D-36 MIRL

RWY 18: Thld dsplcd 392'. Tree.

RWY 36: Road.

AIRPORT REMARKS: Unattended. Public phone avbl 662-494-9854.

MIRL Rwy 18-36 opr dusk-0400Z±, after 0400Z±

ACTIVATE—CTAF.

COMMUNICATIONS: CTAF 122.9

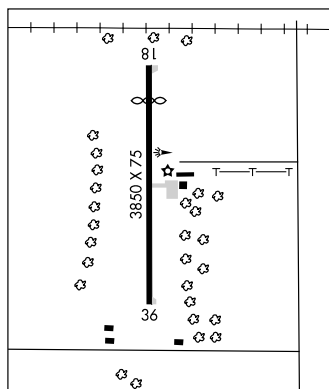
Ⓡ COLUMBUS APP/DEP CON 135.6 (1300-0100Z± Mon-Fri, 1600-2300Z± Sun, clsd Sat and holidays. Other times ctc

MEMPHIS CENTER APP/DEP CON 127.1

RADIO AIDS TO NAVIGATION: NOTAM FILE GWO.

BIGBEE (L) VORTACW 116.2 IGB Chan 109 N33°29.13'

W88°30.82' 304° 9.7 NM to fld. 240/04E. HIWAS.



**WIGGINS****DEAN GRIFFIN MEML** (M24) 1 W UTC-6(-5DT) N30°50.59' W89°09.59'**NEW ORLEANS**

270 B FUEL 100LL NOTAM FILE GWO

**L-21C, 22G****RWY 17-35:** H3000X50 (ASPH) S-20 MIRL**RWY 17:** PAPI(P2L) Tree. **RWY 35:** PAPI(P2L). Tree.**AIRPORT REMARKS:** Attended 1400-2300Z $\ddagger$ . Fuel avbl call (601) 766-5341. Rotg bcn and PAPI lgts OTS indef.

ACTIVATE MIRL Rwy 17- 35—CTAF.

PAPI Rwy 17 and Rwy 35 opr continuously.

**COMMUNICATIONS:** CTAF/UNICOM 122.8**RADIO AIDS TO NAVIGATION:** NOTAM FILE GPT.**PICAYUNE (L) VOR/DME** 112.2 PCU Chan 59 N30°33.67' W89°43.83' 055° 34 NM to fld. 70/05E.**WINONA-MONTGOMERY CO** (5A6) 1 S UTC-6(-5DT) N33°27.90' W89°43.81'**MEMPHIS**

363 B S2 FUEL 100LL NOTAM FILE GWO

**L-18G****RWY 03-21:** H4000X60 (ASPH) S-18 MIRL 0.4% up NE**IAP****RWY 03:** PAPI(P2L)—GA 3.0° TCH 30'. Tree.**RWY 21:** PAPI(P2L)—GA 3.0° TCH 30'. Trees.**AIRPORT REMARKS:** Attended continuously. Fuel 24 hr credit card svc avbl. Powerplant and airframe repairs avbl in emergency or with prior notice. PAEW adjacent Rwy 03-21 and associated twys. Arpt rotating bcn OTS indef.MIRL opr dusk-0400Z $\ddagger$ . After 0400Z $\ddagger$  ACTIVATE—CTAF. PAPI Rwy 03 and Rwy 21 opr continuously.**COMMUNICATIONS:** CTAF 122.9**MEMPHIS CENTER APP/DEP CON** 128.5**RADIO AIDS TO NAVIGATION:** NOTAM FILE GWO.**SIDON (H) VORTAC** 114.7 SQS Chan 94 N33°27.83' W90°16.64' 087° 27.5 NM to fld. 125/03E.**YAZOO CITY****YAZOO CO** (87I) 4 NW UTC-6(-5DT) N32°52.99' W90°27.82'**MEMPHIS**

104 B S2 FUEL 100LL NOTAM FILE GWO

**H-6J, L-18G****RWY 17-35:** H5000X100 (ASPH) S-30 2D-64 MIRL**IAP****RWY 17:** PAPI(P2L)—GA 3.0° TCH 35'**RWY 35:** PAPI(P2L)—GA 3.0° TCH 35'. Trees.**AIRPORT REMARKS:** Attended Mon-Fri 1400-2300Z $\ddagger$ , Sat 1400-1800Z $\ddagger$ .

Fuel 24 hr credit card svc avbl. Parachute Jumping. Rotating bcn

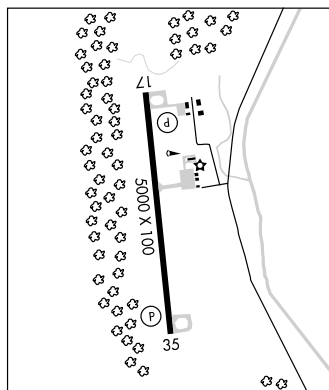
OTS indef. Rwy 35 PAPI OTS indef. MIRL Rwy 17-35 preset low

ints; dusk-0400Z $\ddagger$ , after 0400Z $\ddagger$  to incr intst ACTIVATE—CTAF.

PAPI Rwy 17 and Rwy 35 opr continuously.

**COMMUNICATIONS:** CTAF/UNICOM 122.8**MEMPHIS CENTER APP/DEP CON** 132.5**RADIO AIDS TO NAVIGATION:** NOTAM FILE JAN.**JACKSON (H) VORTAC** 112.6 JAN Chan 73 N32°30.45'

W90°10.06' 321° 27 NM to fld. 360/05E.

**YAZOO CO** (See YAZOO CITY)

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LEFT  
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## 2010 U.S. & CANADIAN MILITARY AERIAL AIRCRAFT/PARACHUTE DEMONSTRATIONS

During calendar year 2010, the U.S. and Canadian Military Aerial Demonstration Teams (Thunderbirds, Blue Angels, Snowbirds, and Golden Knights) will be performing on the dates and locations listed below.

Pilots should expect Temporary Flight Restrictions (TFR) in accordance with 14 CFR Section 91.145, Management of aircraft operations in the vicinity of aerial demonstrations and major sporting events. The dimensions and effective times of the TFRs may vary based upon the specific aerial demonstration event and will be issued via the U.S. NOTAM system. Pilots are strongly encouraged to check FDC NOTAMs to verify they have the most current information regarding these airspace restrictions.

The currently scheduled 2010 aerial demonstration locations, subject to change without notice, are:

DATE:	USAF Thunderbirds	USN Blue Angels	USA Golden Knights	Canadian Snowbirds
September 25-26	McConnell AFB, KS	MCAS Kaneohe Bay, HI		Chico, CA
October 1-3		MCAS Miramar, CA		MCAS Miramar, CA
2-3	Salinas, CA		MCAS Miramar, CA	
2-3			Jackson, MS	
9-10	Little Rock AFB, AR	San Francisco, CA	Little Rock, AFB, AR	Daytona Beach, FL
16-17	El Paso, TX	Dobbins AFB, GA	El Paso, TX	Atlanta, GA
23-24	Houston, TX	NAS Jacksonville, FL	Washington, DC	
30-31	Cocoa Beach, FL	Ft Worth Alliance, TX	Ft Worth Alliance, TX	
November 6-7	Lackland AFB, TX	Homestead ARB, FL	Lackland AFB, TX	
6-7			Homestead ARB, FL	
11-14			Ft Bragg, NC	
12-13		NAS Pensacola, FL		
13-14	Nellis AFB, NV			

Note: Dates and locations are scheduled "show dates" only and do not reflect arrival or practice date TFR periods that may precede the specific aerial demonstration events listed above. Again, pilots are strongly encouraged to check FDC NOTAMs to verify they have the most current information regarding any airspace restrictions.

## PROHIBITED AREA P-49, CRAWFORD, TEXAS

In response to a request from the United States Secret Service, the FAA has established a prohibited area over President George W. Bush's ranch in Crawford, Texas. The prohibited area extends from the SFC up to 5,000' MSL within a 3 NMR of lat. N31°34'45", long. W97°32'00" (ACT242R/15).

### Bomb Disposal Area McAlester, Oklahoma Vicinity

Bomb disposal area, one NM radius, MLC 240°/006, SFC to 2000 AGL. Times of use: Daily, 30 min after SR to 30 min before SS. Avoidance advised. For further information contact McAlester AFSS.

## AEROBATIC PRACTICE AREA

### Coushatta, LA, Red River Airport (OR7)

Aerobatic practice will be conducted at Red River Airport between the surface and 5,000 feet AGL within the boundaries of the airspace bounded on the west by the western edge of Rwy 17/35, extending northward and southward to the respective airport boundaries, extending eastward for 1.5 miles to an imaginary line connecting to the northeast and southeast corners, to create the practice area. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information contact Flight Services at 1-800-WX-BRIEF (992-7433).

### Crowley, LA, Le Gros Airport (3R2)

Aerobatic practice will be conducted at Le Gros Airport within the area defined as a semicircle extending southward from its diameter centered on the north end of the north/south taxiway at its intersection with the south edge of the east/west taxiway extending eastward 6,000 feet and westward 6,000 feet from the surface to 4,500 feet MSL. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information contact Flight Services at 1-800-WX-BRIEF (992-7433).

### Farmerville, LA, Union Parish Airport (F87)

Aerobatic practice will be conducted within a 2 NM radius of the Union Parish Airport, SFC to 4,000 feet MSL. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information contact Flight Services at 1-800-WX-BRIEF (992-7433).

### Jennings, LA, Jennings Airport (3R7)

Aerobatic practice will be conducted centered from 1 NM northwest of Jennings Airport, within an approx. 2.5 NM radius, 500 feet to 4,000 feet MSL. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information contact Flight Services at 1-800-WX-BRIEF (992-7433).

### Opelousas, LA, St. Landry Parish Airport (OPL)

Aerobatic practice will be conducted at St. Landry Parish Airport within 1 NM radius of the Lafayette VORTAC, LFT343022, SFC to 4,000 feet MSL. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information contact Flight Services at 1-800-WX-BRIEF (992-7433).

### Springhill Airport (SPH), Springhill, LA

Aerobatic practice conducted at the Springhill (SPH) Airport, from SFC to 5000 MSL, within the area defined as having its western boundary along the western edge of Rwy 18/36, extending northward 1000 feet beyond the north end of the runway; then eastward 150 feet to the eastern boundary; then southward parallel to the runway to a line which runs along the southern edge of Rwy 18/36, extending from its western edge 1500 feet to a point where it intersects the eastern boundary. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information, contact DeRidder AFSS on 1-800-WX-BRIEF (992-7433).

### Sulphur, LA, Southland Field (UXL)

Aerobatic practice will be conducted at West Calcasieu Airport, Southland Field within a 2 NM radius of the Lake Charles VORTAC, LCH261014, SFC to 4,000 feet AGL. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information Flight Services at 1-800-WX-BRIEF (992-7433).

### Bristow, OK, Jones Memorial Airport (3F7)

Aerobatic practice will be conducted within 2 NM radius of Jones Memorial Airport (3F7), SFC to 6,000 feet AGL, SR-SS. For further information contact Flight Services at 1-800-WX-BRIEF (992-7433).

### Cookson, OK, Tenkiller Lake Airpark (44M)

Aerobatic practice will be conducted at Tenkiller Airpark in a 3,000 foot box, beginning at the centerline of the approach end of RY23 and extending 400 feet beyond the departure end of RY23, thence extending 3,000 feet AGL. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information contact Flight Services at 1-800-WX-BRIEF (992-7433).

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**Ketchum, OK, South Grand Lake Regional Airport (1K8)**

Aerobatic practice will be conducted within 1 NM radius of the South Grand Lake Regional Airport (1K8), SFC to 4,500 feet AGL. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information contact Flight Services at 1-800-WX-BRIEF (992-7433).

**Muskogee, OK, Davis Field (MKO)**

Aerobatic practice will be conducted within 1.25 NM radius of Davis Field, Muskogee, OK (MKO), SFC to 4,500 feet AGL. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information contact Flight Services at 1-800-WX-BRIEF (992-7433).

**Nowata, OK, Nowata Airport (H66)**

Aerobatic practice will be conducted centered from 3 NM northwest of the Nowata Airport (H66), SFC to 3,000 feet AGL. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information contact Flight Services at 1-800-WX-BRIEF (992-7433).

**Tulsa, OK**

Aerobatic practice will be conducted within 3 NM radius of TUL350022, SFC to 5,000 feet AGL. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information contact Flight Services at 1-800-WX-BRIEF (992-7433).

**Brenham, TX, Brenham Muni Airport (11R)**

Aerobatic practice will be conducted within 2 NM radius of the Brenham Muni Airport (11R), SFC to 4,500 feet MSL. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information contact Flight Services at 1-800-WX-BRIEF (992-7433).

**Brenham, TX, Live Oak Ranch (TA17)**

Aerobatic practice will be conducted within 2 NM radius of the center of Live Oak Ranch (TA17) from 900 feet MSL up to and including 4,500 feet MSL, SR-SS. For further information contact Flight Services at 1-800-WX-BRIEF (992-7433).

**Celina, TX, Four Winds Ranch (1TS9)**

Aerobatic flight activity will be conducted at Four Winds Ranch, bound on the north by County Road 102, on the south by an imaginary line parallel to and 800 feet south of County Road 134, on the west by an imaginary line just east of the three lakes, and on the east by a tree line, SFC to 4,500 feet MSL, SR-SS. For further information contact Flight Services at 1-800-WX-BRIEF (992-7433).

**Edna, TX, Jackson County Airport (26R)**

Aerobatic practice will be conducted within a 1 NM radius of the Jackson County Airport (26R), from SFC to 1,500 feet AGL. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information contact Flight Services at 1-800-WX-BRIEF (992-7433).

**Fort Worth, TX, Naval Air Station JRB (NFW)**

Aerobatic practice will be conducted centered from 1 NM East and 3 NM West, North and South of NAS JRB Fort Worth (NFW) runway 17/35, from SFC to 6,000 feet MSL. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information contact Flight Services at 1-800-WX-BRIEF (992-7433).

**Georgetown (GTU), TX**

Aerobatic practice will be conducted within 1 NM radius of CWK342019, SFC to 4000' AGL. The practice area is for waiver holders only. Pilots should use caution when operating within this area. Pilots should use caution within this area. For further information, contact San Angelo AFSS on 1-325-223-6041.

**Graford, TX, Possum Kingdom (F35)**

Aerobatic practice will be conducted within 1 NM radius of MQP289929 3.5 NM west of Possum Kingdom Airport, SFC to 5,000 feet MSL. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information contact Flight Services at 1-800-WX-BRIEF (992-7433).

**Hondo Muni (HDO), Hondo, TX**

Aerobatic flight activity will be conducted in a 2 NM radius of Hondo Muni Airport. Flights will occur SR-SS, SFC to 3,500 AGL. Pilots should use caution when operating within this area. For further information, contact San Angelo AFSS, 325-223-6041.

**Huber Airpark, Sequin, TX**

Aerobatic flight activity will be conducted within an area 3300 feet by 3300 feet located on the SAT 089/25. Flights will occur SR-SS Sat/Sun, SFC to 4600 MSL. Pilots should use caution when operating in this area. For further information contact San Angelo AFSS on 1-325-223-6041.

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**LaGrange, TX, Fayette Regional Air Center (3T5)**

Aerobatic flight activity will be conducted within a 2 NM radius of the Fayette Regional Airport (3T5), from 900 feet MSL up to and including 4,000 feet MSL. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information contact Flight Services at 1-800-WX-BRIEF (992-7433).

**Lubbock, TX, Biggin Hill Strip (TA67)**

Aerobatic flight activity will be conducted within 0.5 NM radius of the LBB280008.3/TA67, SFC to 6,500 MSL, SR-SS. For further information contact Flight Services at 1-800-WX-BRIEF (992-7433).

**Navasota, TX**

Glider operations will be conducted within a 5 NM radius of the TNV VOR 130/007, from SFC to 8000 feet MSL, SR-SS. Pilots should use caution when operating in this area. For further information, contact Montgomery County AFSS on 866-689-5992.

**O'Brien Airport, Waxahachie, TX**

Aerobatic flight practice will be conducted within 1 1/2 NM radius of TTT 148/024 from SFC to 3500 MSL. Pilots should use caution when operating within this area. For further information contact Fort Worth AFSS on 1-800-992-7433.

**Olney, TX, Olney Muni (ONY)**

Aerobatic flight activity will be conducted within a 4,000 square foot area located over the Olney Muni airport property commencing from the west side of Rwy 17-35, SFC to 3,500 AGL. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information contact Flight Services at 1-800-WX-BRIEF (992-7433).

**Sherman/Denison, TX, North Texas Rgnl/Perrin Field (GYI)**

Aerobatic flight activity will be conducted within a 2 NM radius of the BYP290024.4, SFC to 5700' MSL, SR-SS daily. The practice area is for waiver holders only. Pilots should use caution when operating in this area. For further information contact Fort Worth AFSS on 1-800-992-7433.

**Skywest Inc. Airport, Midland, TX**

Aerobatic flight activity will be conducted within a 3300' by 3300' square box, located 1/4 mile south southeast of the approach end of Rwy 34 at Skywest airport, Midland, Texas. Flights will occur between sunrise and sunset, from the surface to 6,500 feet MSL.

**Slidell, TX, Akroville Airport (XA68)**

Aerobatic practice will be conducted within 1.5 NM radius of the UKW108026, SFC to 4,000 feet MSL, SR-SS. For further information contact Flight Services at 1-800-WX-BRIEF (992-7433).

**Songbird Airport, Friendswood, Texas**

Aerobatic flight activity will be conducted within a 2 NM radius of the Houston Hobby VOR 185° radial at the 18 mile DME fix. Flight will occur from sunrise to sunset, from the surface to 3500 feet AGL. Pilots should use caution when operating within this area. For further information contact Montgomery County AFSS, 866-689-5992.

**Waller, TX, Simaron Ranch Airport, (9TS3)**

Aerobatic practice will be conducted within 1 NM radius of TNV130007.5/3.8 NNE 9TS3, 800 feet MSL to 3,500 feet MSL, SR-SS. For further information contact Flight Services at 1-800-WX-BRIEF (992-7433).

**Wichita Falls, TX, Kickapoo Downtown Airport (CWC)**

Aerobatic practice will be conducted within 1.5 NM radius of the SPS136009.2, SFC to 4,000 feet MSL, SR-SS. For further information contact Flight Services at 1-800-WX-BRIEF (992-7433).

**Wichita Falls, TX, Sheppard AFB (SPS)**

Aerobatic practice will be conducted within a 1.5 NM radius of the SPS200007, SFC to 4,500 feet MSL. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information contact Flight Services at 1-800-WX-BRIEF (992-7433).

**Wichita Falls, TX, Wichita Valley Airport (F14)**

Aerobatic practice will be conducted within a 1 NM radius of the SPS190003, SFC to 4,000 feet AGL. The activation of this practice area is only authorized when 80th Flying Training Wing Flying operations are not active at Sheppard Air Force Base. The practice area is for waiver holders only. Pilots should use caution when operating within this area. For further information contact Flight Services at 1-800-WX-BRIEF (992-7433).

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**MODEL AIRCRAFT ACTIVITY****Haskell, OK (2K9)**

Model rocket activity will be conducted within a 1 NM radius of GNP092008, SFC to 9,000 feet MSL, SR-SS. For further information contact Flight Services at 1-800-WX-BRIEF (992-7433).

**Oklahoma City, OK**

Model rocket activity will be conducted within a 1 NM radius of IRW270023, SFC to 6,400 feet MSL, SR-SS. For further information, contact Flight Services at 1-800-992-7433.

**Fort Stockton—Pecos Co (FST), TX**

Model rocket activity will be conducted within a 2.6 NM radius of FST 146/014, SFC to 20,000 MSL, SR-SS. For further information, contact San Angelo AFSS on 1-325-223-6041. Model rocket activity will be conducted within a 2 NM radius of FST 212/9, SFC to 23,100 MSL, SR-SS. For further information, contact San Angelo AFSS on 1-325-223-6041.

**Hearne, TX (LHB)**

Model rocket activity will be conducted within a 1 NM radius of the Hearne Muni Airport (LHB) or the CLL 319/018 SFC to 12,500' MSL, SR-SS. For further information, contact Flight Services at 1-800-992-7433.

**Killeen (ILE), Texas, Vicinity**

Model airplane activity conducted 1 NM radius ILE 138R/006NM, 10008 AGL and below. Intermittent launches daily. For further information, contact San Angelo AFSS on 1-325-223-6041.

**Nacogdoches, TX (OCH)**

Model Rocket activity will be conducted within a 1 NM radius of the Mangham Rgnl Arpt (OCH) 045018, SFC to 3,000 feet MSL, SR-SS. For further information contact Flight Services at 1-800-WX-BRIEF (992-7433).

**Wills Point, TX (76F)**

Model rocket activity will be conducted within a 5 NM radius of TTT100051, SFC to 24,000 feet MSL, SR-SS. For further information, contact Flight Services at 1-800-992-7433.

**Waco Rgnl, TX (ACT)**

Model rocket activity will be conducted within a 5 NM radius of ACT 131014, SFC to 24,000 feet MSL, SR-SS. For further information, contact Flight Services at 1-800-992-7433.

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**UNMANNED AIRCRAFT SYSTEM (UAS)****Hondo, TX**

Unmanned Aircraft System (UAS) activity will be conducted within 2 NM radius of HDO 220/010, SFC to 1,700' MSL 0800-1600 LCL, Mon-Fri, through April 16, 2011. For further information, contact Fort Worth AFSS on 1-800-WX-BRIEF.

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**DALLAS-FORT WORTH, TX, DALLAS/FORT WORTH INTL AIRPORT (DFW)  
NOISE ABATEMENT PROCEDURES**

Successive or simultaneous departures from Runways 17R, 17C, 18R, 18L, 35L, 35C, 36L and 36R are authorized, with course divergence beginning within 5 miles from the departure end of parallel runways, due to noise abatement restrictions.

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**Robinsonville, Mississippi**

Laser light activity will be conducted at the Grand Casino, Robinsonville, MS, N34°52'22"/W90°17'40" MEM VOR 243R/18.3 NM, from 0000 to 0700 UTC daily. Laser light beams may be injurious to eyes within 300 feet vertically and 21,000 feet laterally. Flash blindness or cockpit illumination may occur beyond these distances.

**Vicksburg, Mississippi**

A permanent Laser Light Demonstration will be conducted at Harrah's Casino Hotel, Vicksburg, MS, (JAN VORTAC 255° Radial, 38 Nautical Miles, Latitude 32°21'N, Longitude 90°53'W), nightly from sunset until 12:00 A.M. Laser Light beam may be injurious to eyes if viewed within 1000 feet vertically and/or 3000 feet laterally of the light source. Cockpit illumination—flash blindness may occur beyond these distances.

**DFW INTERNATIONAL AIRPORT  
LAND AND HOLD SHORT OPERATIONS**

DFW is authorized to instruct aircraft to land on a runway and hold short of an intersecting taxiway while aircraft/vehicles simultaneously taxi across the runway at beyond the hold-short point for the following runway/taxiway combinations.

18R	AND	TAXIWAY B	10,100 feet
17C	AND	TAXIWAY B	10,460 feet
35C	AND	TAXIWAY EJ	9,050 feet
36L	AND	TAXIWAY Z	10,650 feet

These procedures are governed by the following conditions and limitations:

- a. The tailwind on the hold short runway shall be calm (less than 3 knots).
- b. A statement that simultaneous landings and runway crossings are being conducted shall be included on the ATIS.
- c. LAHSO wet runway operations are authorized provided pilot reported braking action is not less than good, the runway is not classified as contaminated by the airport operator, and the hold short position lights are operational and "on".
- d. The weather conditions must be at or greater than ceiling 1,000 feet, and visibility 3 miles.
- e. Traffic information shall be exchanged and a readback shall be obtained from the landing aircraft with a LAHSO clearance. An acknowledgment shall be received from the crossing aircraft/vehicle.
- f. Operations beyond the hold short point except for runway crossings are not authorized during LAHSO.
- g. Hold short markings, taxiway identification signs, and in-pavement lights will be used to identify the hold-short points. The lighting system consists of six or seven in-pavement white lights, flashing/pulsing simultaneously, arranged in a line across the landing runway perpendicular to the runway centerline.

The safety and operation of an aircraft remain the responsibility of the pilot. A pilot must inform air traffic control if the full length of the runway or another runway is desired. The runway distance from the landing threshold to the hold short point will be provided to the pilot upon request.

- h. Vertical guidance required for LAHSO (Glideslope, VASI, PAPI).

**INTERSECTION DEPARTURES DURING PERIODS OF DARKNESS  
DALLAS-FORT WORTH INTERNATIONAL AIRPORT (DFW)  
DALLAS-FORTH WORTH, TEXAS**

Dallas-Fort Worth Airport Traffic Control Tower has been granted a waiver to the guideline that prohibits the control tower from taxiing an aircraft into "position and hold" at an intersection, between sunset and sunrise.

This waiver allows the tower to taxi the aircraft into "position and hold" during period of darkness, at the intersections listed below.

**Runway 17R at Taxiway Yankee**

**Runways 17R/C and 18R/L at Taxiway Zulu**

**Runway 18L at Taxiway Yankee**

**Runways 35L/C and 36L/R at Taxiway Alpha**

**Runways 35L/C and 36L/R at Taxiway Bravo**

**Runway 13L at Taxiway Papa**

**Runway 31L at Taxiway "A5"**

Aircraft shall not taxi into position and hold under the provisions of this waiver when the subject intersection is not visible from the tower. When the provisions of this waiver are being exercised, the affected runways shall be used for departures only. Simultaneous taxi into position and hold are not authorized on the same runway. Intersection departures will continue to be utilized at other locations between sunset and sunrise. However, aircraft cannot be taxied into "position and hold" prior to takeoff clearance.

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## **SPECIAL NORTH ATLANTIC, CARIBBEAN AND PACIFIC AREA COMMUNICATIONS**

VHF air-to-air frequencies enable aircraft engaged in flights over remote and oceanic areas out of range of VHF ground stations to exchange necessary operational information and to facilitate the resolution of operational problems.

Frequencies have been designated as follows:

North Atlantic area:	123.45 MHz
Caribbean area:	123.45 MHz
Pacific area:	123.45 MHz

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## **ALBUQUERQUE ARTCC VFR Services South of El Paso, Texas**

VFR radar advisory service and merging target service available to transponder equipped aircraft above 10,000 feet MSL from a point 75 miles south of El Paso, Texas, to the U.S./Mexican border.

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## **HOUSTON ARTCC Secondary-Only Radar in the Vicinity of Lufkin, Texas**

The Air Traffic Control Beacon Interrogator-6 (ATCBI-6) located at the Angelina County Airport (LFK), Lufkin, Texas, is the only source of radar data within an approximate 50 NM radius of LFK. This is a secondary radar system; therefore radar services are available on transponder equipped aircraft only.

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## **CAUTION—HIGH DENSITY STUDENT FLYING Little Rock AFB, AR**

High density student flying training in the vicinity of Little Rock AFB and on low level Slow Routes (SR) within Arkansas; 0600-0200 Mon-Fri, occasional weekend. Extensive use of All American Drop Zone, Little Rock VORTAC 332° radial 15.0 NM, and Blackjack Drop Zone, Little Rock VORTAC 009° radial 33.0 NM; 0600-0200, Mon-Fri, occasional weekend. Drop Zones are used for personnel and cargo, including IMC (AWDS) drops. For further information, contact Little Rock AFB, Base Operations, on 1-501-988-6125.

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## **CAUTION—VERTICAL LIGHTS ON BUILDING Downtown Tulsa, Oklahoma**

Approximately ten miles southwest of Tulsa International Airport in the area of downtown Tulsa, four 4,000-watt xenon lights are mounted on each corner of the roof of a 40-story building. Illumination is vertical and hours of use are daily, dusk to midnight.

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## **BAYOU SAUVAGE NATIONAL WILDLIFE REFUGE, LA**

Request aircraft remain at or above 2,000 ft in the vicinity of Bayou Sauvage National Wildlife Refuge bounded by Lake Pontchartrain to the Northwest and Northeast, Lake Borgue to the Southeast and New Orleans to the Southwest.

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## **CAUTION—LARGE CONCENTRATION OF BATS San Antonio, Texas, Vicinity**

From April to October large concentration of bats are observed in the vicinity of Braken Cave located 5.5 miles east of SAT VORTAC. Most activity is observed around sunset and sunrise at altitudes up to 10,000 feet.

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## U.S. SPECIAL CUSTOMS REQUIREMENT

Air Commerce Regulations of the Treasury Department's Customs Service require all private aircraft arriving in the U.S. from a foreign place in the Western Hemisphere, (a) south of 33 degrees north latitude which cross into the U.S. over a point on the U.S./Mexican border between 97 and 120 degrees west longitude, or (b) south of 31 degrees north latitude which enter the U.S. via the Gulf of Mexico and Atlantic Coasts, to provide notice of intended arrival to the Customs Service at least one hour prior to crossing the U.S./Mexican border or the U.S. coastline. This notice may be provided by: (1) radio through an appropriate FAA Flight Service Station, (2) normal FAA flight plan notification procedures (a flight plan filed in Mexico does not meet this requirement due to unreliable relay of data), or (3) directly to the District Director of Customs or other Customs officer at place of first intended landing. Unless an exemption has been granted by Customs, private aircraft are required to make first landing in the U.S. at one of the following designated airports nearest to the point of border or coastline crossing:

Brownsville/South Padre Island International, Corpus Christi International, Del Rio International, El Paso International, Laredo International, Maverick County Memorial International, McAllen Miller International, Presidio-Lely International, Southwest Texas Regional, or William P. Hobby Airport in Texas; Calexico International, or Brown Field Municipal in California; Bisbee Douglas International, Nogales International, Tuscon International, or Yuma MCAS/Yuma International in Arizona; Las Cruces Intl in New Mexico; Lakefront or Louis Armstrong New Orleans Intl in Louisiana; Fort Lauderdale Executive, Fort Lauderdale-Hollywood International, Key West International, Miami International, Opa-Locka Executive Airport, Palm Beach International, St. Lucie County International, or Tampa International in Florida.

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## CAUTION-HIGH DENSITY AIR TRAFFIC AREA

Heavy helicopter and seaplane traffic exists over the Gulf of Mexico and adjacent onshore areas. Thousands of operations per month occur in this area in support of oil drilling and exploration.

Itinerant pilots traversing this area should familiarize themselves with offshore operating practices and frequencies through contact with the pertinent Flight Standards District Office (FSDO) or Flight Service Station.

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## MILITARY TRAINING ROUTES

The DOD Flight Information Publication AP/1B provides textual and graphic descriptions and operating instructions for all military training routes (IR, VR, SR) and refueling tracks/anchors. Complete and more comprehensive information relative to policy and procedures for IRs and VRs is published in FAA Handbook 7610.4 (Special Military Operations) which is agreed to by the DOD and therefore directive for all military flight operations. The AP/1B is the official source of route data for military users.

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## CIVIL USE OF MILITARY FIELDS:

U.S. Army, Air Force, Navy and Coast Guard Fields are open to civil fliers only in emergency or with prior permission. Army Installations, prior permission is required from the Commanding Officer of the installation.

For Air Force installations, prior permission should be requested at least 30 days prior to first intended landing from either Headquarters USAF (PRPOC) or the Commander of the installation concerned (who has authority to approve landing rights for certain categories of civil aircraft). For use of more than one Air Force installation, requests should be forwarded direct to Hq USAF (PRPOC), Washington, D.C. 20330.

Use of USAF installations must be specifically justified.

For Navy and Marine Corps installations prior permission should be requested at least 30 days prior to first intended landing. An Aviation Facility License must be approved and executed by the Navy prior to any landing by civil aircraft.

Forms and further information may be obtained from the nearest U.S. Navy or Marine Corps aviation activity.

For Coast Guard fields prior permission should be requested from the Commandant, U.S. Coast Guard via the Commanding Officer of the field.

When instrument approaches are conducted by civil aircraft at military airports, they shall be conducted in accordance with the procedures and minimums approved by the military agency having jurisdiction over the airport.

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## AIRCRAFT LANDING RESTRICTIONS

Landing of aircraft at locations other than public use airports may be a violation of Federal or local law. All land and water areas are owned or controlled by private individuals or organizations, states, cities, local governments, or U.S. Government agencies. Except in emergency, prior permission should be obtained before landing at any location that is not a designated public use airport or seaplane base.

Landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service, U.S. Forest Service, and on many areas controlled by the U.S. Army Corps of Engineers, unless prior authorization is obtained from the respective agency.



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**FEDERAL AVIATION REGULATION 91.713**

The provisions of FAR 91.713 will apply as follows:

Air traffic clearances to aircraft of Cuban registry not engaged in scheduled International Air Service in U.S. airspace will require that the flight plan be filed with appropriate authorities at least five days prior to the proposed departure time. Route changes while en route will normally not be authorized. The procedures set forth herein do not apply at this time to overflights by aircraft of Cuban registry engaged in scheduled International Air Service.

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**CONTROLLED FIRING**

Camden, Harrell Fld, AR

6E Camden 2 NM radius surface—005 avoidance advised Mon–Fri daylight hours.

El Dorado, South Arkansas Rgnl

ELD 021/024 2 NM radius surface—500 AGL avoidance advised Mon–Fri daylight hours.

Texarkana Rgnl Webb Fld, AR.

.25 NM radius TXK 223010 2000/blo Mon–Thu. 1900–0500Z†

.5 NM radius TXK 240014 1000/blo Mon–Sat SR–SS.

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**Camp Bullis Training Site  
Controlled Firing Area (CTA)  
Camp Bullis, TX**

**1. CFA Description:**

- a. Boundaries: Beginning at  
Lat. 29°41'10.07"N., Long. 98°31'41.40"W. to  
Lat. 29°40'25.05"N., Long. 98°33'57.40"W. to  
Lat. 29°39'20.22"N., Long. 98°34'44.18"W. to  
Lat. 29°38'03.77"N., Long. 98°34'13.26"W. to  
Lat. 29°37'53.94"N., Long. 98°33'46.90"W. to  
Lat. 29°38'36.77"N., Long. 98°31'55.13"W. to  
Lat. 29°39'48.07"N., Long. 98°31'06.07"W. to  
Point of beginning.
- b. Altitudes: Surface to 3,000 feet AGL.
- c. Times of use: Approximately 70 times per year. Utilization will normally be 7 days per week, 0700–2300 local time.  
Give prior notice of all activities to the San Angelo Automated Flight Service Station (AFSS). Notify the AFSS when activities are terminated each day.

**2. Activities:**

- a. M203 40mm Grenade Launcher, HE/Target Practice Training (TPT) rounds, average use 50 times per year.
- b. Heavy Demolitions Range, types of explosives will vary, but all are conventional (no nuclear, biological, or chemical), 20 times per year.
- c. Emergency destruction of illegal explosive devices will be unscheduled due to the nature of the event.

**3. Using Agency: U.S. Army, Commander, Camp Bullis Training Site, Camp Bullis, TX**

**4. Effective date:** The effective date is February 1, 2004. Biannual approval of the CFA is automatic upon receipt of a biannual status report from the Department of the Army Regional Representative containing a statement that the activities for which the area was established have not changed.

**5. Conditions, Operating Limitations, and Safety Precautions:**

- a. Camp Bullis Training Site will maintain observers with direct communications to the Range Towers located in positions that allow for sufficient visual surveillance of the entire area.
- b. Firing will cease upon observation of low-flying aircraft.
- c. The ceiling shall be at least 1,000 feet above the maximum ordinate of projectiles and/or debris.
- d. Visibility shall be sufficient to maintain visual surveillance of the entire CFA plus a distance of 5 statute miles beyond the CFA in all directions.
- e. All user responsibilities, precautionary measures, and surveillance requirements listed in FAA Order 7400.2 shall be complied with.
- f. All activities will be contained within the designated impact area at Camp Bullis.

**6. With the exception of the emergency destruction of unsafe explosive devices, the following information shall be filed with the San Angelo AFSS in sufficient time to permit a NOTAM to be transmitted at least 2 hours prior to scheduled operations:**

- a. Location of the CFA.
- b. Time of use.
- c. Activity to be conducted.
- d. Maximum altitudes.
- e. User.

**7. Any violation of the conditions, as outlined above, shall be the basis for the FAA to withdraw authorization of the CFA.**

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## CONTROLLED FIRING AREA CAMP STANLEY, SAN ANTONIO, TEXAS

The Military has established a controlled firing area bordered by the following geographic coordinates: beginning at N29°40'37"/W98°37'53"; thence to N29°41'17"/W98°35'49"; to N29°43'51"/W98°35'50"; to N29°43'51"/W98°37'23"; to point of beginning. Operating SR-SS daily, SFC to 1,500 feet AGL (2,500 feet MSL). For further information contact San Angelo AFSS on 1-325-223-6041.

## CONTINUOUS POWER FACILITIES

In order to insure that a basic ATC system remains in operation despite an areawide or catastrophic commercial power failure, key equipment and certain airports have been designated to provide a network of facilities whose operational capability can be utilized independent of any commercial power supply.

In addition to those facilities comprising the basic ATC system, the following approach and lighting aids have been included in this program for a selected runway.

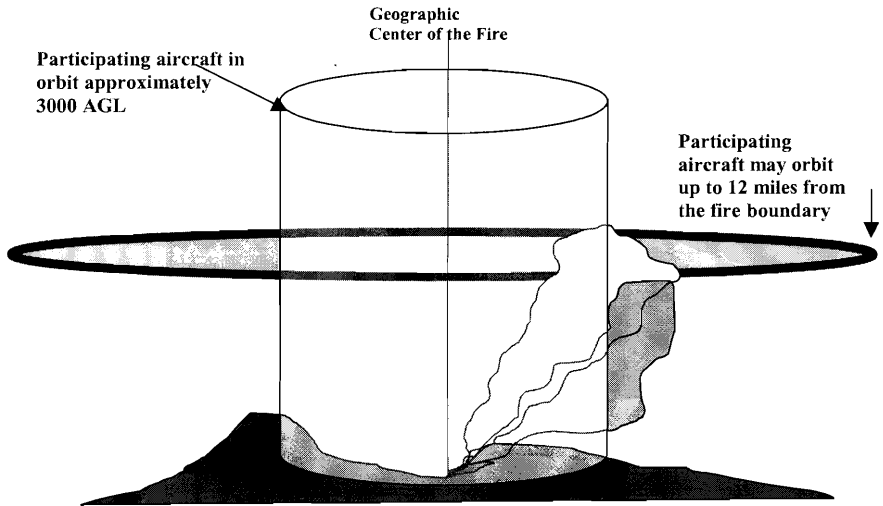
1. ILS (Localizer, Glide Slope, COMLO, Inner, Middle and Outer Markers)
2. Wind Measuring Capability
3. Approach Light System (ALS) or Short ALS (SALS)
4. Ceiling Measuring Capability
5. Touchdown Zone Lighting (TDZL)
6. Centerline Lighting (CL)
7. Runway Visual Range (RVR)
8. High Intensity Runway Lighting (HIRL)
9. Taxiway Lighting
10. Apron Light (Perimeter Only)

The following have been designated "Continuous Power Airports," and have independent back up capability for the equipment installed.

Airport/Ident	Runway No.	Airport/Ident	Runway No.
Albuquerque, NM (ABQ) .....	08	Milwaukee, WI (MKE) .....	01L
Anchorage, AK (ANC) .....	07R	Minneapolis, MN (MSP) .....	30L
Andrews AFB, MD (ADW) .....	01L	Nashville, TN (BNA) .....	02L
Atlanta, GA (ATL) .....	09R	New Orleans, LA (MSY) .....	10
Baltimore, MD (BWI) .....	10	New York, NY (JFK) .....	04R
Bismarck, ND (BIS) .....	31	New York, NY (LGA) .....	22
Boise, ID (BOI) .....	10R	Newark, NJ (EWR) .....	04R
Boston, MA (BOS) .....	04R	Oklahoma City, OK (OKC) .....	35R
Charlotte, NC (CLT) .....	36L	Omaha, NE (OMA) .....	14R
Chicago, IL (ORD) .....	10	Ontario, CA (ONT) .....	26L
Cincinnati, OH (CVG) .....	36C	Philadelphia, PA (PHL) .....	09R
Cleveland, OH (CLE) .....	06R	Phoenix, AZ (PHX) .....	08
Dallas/Fort Worth, TX (DFW) .....	17C	Pittsburgh, PA (PIT) .....	10L
Denver, CO (DEN) .....	35R	Reno, NV (RNO) .....	16R
Des Moines, IA (DSM) .....	31	Salt Lake City, UT (SLC) .....	34L
Detroit, MI (DTW) .....	03R	San Antonio, TX (SAT) .....	12R
El Paso, TX (ELP) .....	22	San Diego, CA (SAN) .....	09
Fairbanks, AK (FAI) .....	01L	San Francisco, CA (SFO) .....	28R
Great Falls, MT (GTF) .....	03	San Juan, PR (SJU) .....	08
Honolulu, HI (HNL) .....	08L	Seattle, WA (SEA) .....	16C
Houston, TX (IAH) .....	26L	St. Louis, MO (STL) .....	30R
Indianapolis, IN (IND) .....	05L	Tampa, FL (TPA) .....	36L
Jacksonville, FL (JAX) .....	07	Tulsa, OK (TUL) .....	36R
Kansas City, MO (MCI) .....	19R	Washington, DC (DCA) .....	01
Los Angeles, CA (LAX) .....	24R	Washington, DC (IAD) .....	01R
Memphis, TN (MEM) .....	36L	Wichita, KS (ICT) .....	01L
Miami, FL (MIA) .....	08R		

**NOTE**—The existing CPA runway is listed. Pending and future changes at some locations will require a revised runway designation.

## FIREFIGHTING TRAFFIC AREAS



Pilots are advised to stay clear of Firefighting Traffic Areas. Remain 15 miles from the area of activity. If you must over-fly the area, do so at an altitude of 5000 feet AGL above. However, to remain safe and out of the way of working aircraft, it is best to circumnavigate the area.

The wild-land fire environment can be very complex and involve a large number and variety of aircraft types including fixed and rotary wing aircraft. Some of the aircraft are small single and multi-engine command and control platforms that can be especially difficult to see and may give the appearance that the fire is not staffed. The aircraft participating in firefighting can orbit as far out as 12 miles from the perimeter of the fire. Any intrusion by aircraft not directly involved in the firefighting operation could delay the delivery of much needed retardant or water to ground firefighters and will adversely affect the safety of participating aircraft. Please stay well away from wild-land fires even if you feel that aircraft are not working the fire; they may be en route or unseen.

If you see a fire developing along your route, report it immediately to air traffic control who will advise the US Forest Service. The firefighting community would welcome this information.

The following narratives summarize the FAR Part 93 Special Air Traffic Rules, and Airport Traffic Patterns in effect as prescribed in the rule. This information is advisory in nature and in no way relieves the pilot from compliance with the specific rules set forth in FAR Parts 91 and 93.

Special Airport Traffic Areas prescribed in Part 93 are depicted on Sectional Aeronautical Charts, World Aeronautical Charts, Enroute Low Altitude Charts, and where applicable, on VFR Terminal Area Charts.

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## **OPERATIONS RESERVATIONS FOR HIGH DENSITY TRAFFIC AIRPORTS KENNEDY, LAGUARDIA, AND WASHINGTON REAGAN NATIONAL**

The Federal Aviation Administration (FAA) has designated New York's Kennedy and LaGuardia Airports and Washington Reagan National Airport as High Density Traffic Airports (HDTA), Title 14, Code of Federal Regulations, part 93, subpart K, and has prescribed air traffic rules and requirements for operating aircraft (excluding helicopters) to and from those airports during certain hours.

Reservations are required for operations from 6 a.m. through 11:59 p.m. local time at LaGuardia Airport and Washington Reagan National Airport. Reservations at Kennedy Airport are required from 3 p.m. through 7:59 p.m. local time.

Reservation procedures are detailed in Advisory Circular 93-1, Reservations for Unscheduled Operations at High Density Traffic Airports. A copy of the advisory circular is available on the FAA website at <http://www.faa.gov>. Reservations for unscheduled operations are allocated through the Enhanced Computer Voice Reservation System (e-CVRS) accessible via telephone or the Internet. This system may not be used to make reservations for scheduled air carrier or commuter flights.

The toll-free telephone number for accessing e-CVRS is 1-800-875-9694 and is available for calls originating within the United States, Canada, and the Caribbean. Users outside the toll-free areas may access e-CVRS by calling the toll number of 703-707-0568. The Internet web address for accessing the e-CVRS is <http://www.fly.faa.gov/ecvrs>. If you have any questions about reservation requirements or are experiencing problems with the system, you may telephone the Airport Reservation Office at the Air Traffic Control System Command Center at (703) 904-4452.

Requests for instrument flight rules (IFR) reservations will be accepted beginning 72 hours prior to the proposed time of operation at the high-density airport. For example, a request for an 11 a.m. reservation on a Thursday will be accepted beginning at 11 a.m. on the previous Monday.

IFR reservations must be obtained prior to IFR landing or takeoff at an HDTA during slot controlled hours. An air traffic control (ATC) clearance does not constitute a reservation. A reservation does not constitute permission to operate at an HDTA if additional operational limits or procedures are required by NOTAM and/or regulation.

Aircraft involved in medical emergencies will be handled by ATC without regard to a reservation after obtaining prior approval of the ATC System Command Center on (703) 904-4452. ATC will accommodate declared other emergency situations without regard to slot reservations.

**NOTE:** Visual flight rule (VFR) reservations via ATC for unscheduled operations at LaGuardia are not authorized from 7 a.m. through 8:59 a.m. local time and 4 p.m. through 6:59 p.m. local time, Monday through Friday and Sunday evenings, unless otherwise announced by NOTAM. Both IFR and VFR operations during those time periods must obtain an advance reservation through e-CVRS.

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## FSS TELEPHONE NUMBERS

**Flight Service Station (FSS)** facilities provide flight planning and weather briefing services to pilots. FSS services in the contiguous United States, Hawaii and Puerto Rico, are provided by a network of large FSS facilities and a few select remote facilities some of which operate part-time. Because of the interconnectivity between the facilities, all FSS services including radio frequencies are available continuously using published data.

**Telephone Information Briefing Service (TIBS)** is a FSS service that provides continuous recordings of meteorological and/or aeronautical information. A touch-tone telephone is required to fully utilize this service.

Further information can be found in the Aeronautical Information Manual (AIM).

### NATIONAL FSS TELEPHONE NUMBER

Pilot Weather Briefings ..... 1-800-WX-BRIEF (1-800-992-7433)

### OTHER FSS TELEPHONE NUMBERS (except in Alaska)

TIBS (see description above) ..... 1-877-4TIBS-WX (1-877-484-2799)

Clearance Delivery Only ..... 1-888-766-8267

Lifeguard Flights Only ..... 1-877-LIF-GRD3 (1-877-543-4733)

Flights within DC SFRA & FRZ \* ..... 1-866-225-7410

\* District of Columbia Special Flight Rules Area & Flight Restricted Zone

# KEY to AERODROME FORECAST (TAF) and AVIATION ROUTINE WEATHER REPORT (METAR)

**TAF KPIT 091730Z 091818 15005KT 5SM HZ.FEW020 WS010/31022KT**  
**FM1930 30015G25KT 3SM SHRA OVC015 TEMPO 2022 1/2SM +TSRA**  
**OVC008CB**  
**FM0100 27008KT 5SM SHRA BKN020 OVC040 PROB40 0407 1SM -RA BR**  
**FM1015 18005KT 6SM -SHRA OVC020 BECMG 1315 P6SM NSW SKC**

**METAR KPIT 091955Z COR 22015G25KT 3/4SM R28L/2600FT TSRA OVC010CB**  
**18/16 A2992 RMK SLP045 T01820159**

Forecast	Explanation	Report
<b>TAF</b>	Message type: <u>TAF</u> -routine or <u>TAF AMD</u> -amended forecast, <u>METAR</u> -hourly, <u>SPECI</u> -special or <u>TESTM</u> -non-commissioned ASOS report	<b>METAR</b>
<b>KPIT</b>	ICAO location indicator	<b>KPIT</b>
<b>091730Z</b>	Issuance time: ALL times in UTC " <u>Z</u> ", 2-digit date, 4-digit time	<b>091955Z</b>
<b>091818</b>	Valid period: 2-digit date, 2-digit beginning, 2-digit ending times	
	In U.S. <b>METAR</b> : <u>COR</u> rected ob; or <u>AUTO</u> mated ob for automated report with no human intervention; omitted when observer logs on	<b>COR</b>
<b>15005KT</b>	Wind: 3 digit true-north direction, nearest 10 degrees (or <u>VariaBle</u> ); next 2-3 digits for speed and unit, <u>KT</u> (KMH or MPS); as needed, <u>Gust</u> and maximum speed; 00000KT for calm; for <b>METAR</b> , if direction varies 60 degrees or more, <u>Variability</u> appended, e.g. 180 <u>V</u> 260	<b>22015G25KT</b>
<b>5SM</b>	Prevailing visibility: in U.S., <u>Statute Miles</u> & fractions; above 6 miles in <b>TAF</b> <u>Plus</u> 6SM. (Or, 4-digit minimum visibility in meters and as required, lowest value with direction)	<b>3/4SM</b>
	Runway Visual Range: <u>R</u> ; 2-digit runway designator <u>Left</u> , <u>Center</u> , or <u>Right</u> as needed; <u>"I"</u> ; <u>Minus</u> or <u>Plus</u> in U.S., 4-digit value, <u>FeeT</u> in U.S., (usually meters elsewhere); 4-digit value <u>Variability</u> 4-digit value (and tendency <u>Down</u> , <u>Up</u> or <u>No change</u> )	<b>R28L/2600FT</b>
<b>HZ</b>	Significant present, forecast and recent weather: see table (on back)	<b>TSRA</b>
<b>FEW020</b>	Cloud amount, height and type: <u>SKY</u> <u>Clear</u> 0/8, <u>FEW</u> >0/8-2/8, <u>SCa</u> tered 3/8-4/8, <u>BrOkeN</u> 5/8-7/8, <u>OVerCast</u> 8/8; 3-digit height in hundreds of ft; <u>Towering CU</u> mulus or <u>CumulonimBus</u> in <b>METAR</b> ; in <b>TAF</b> , only <u>CB</u> . <u>Vertical Visibility</u> for obscured sky and height "VV004". More than 1 layer may be reported or forecast. In auto-mated <b>METAR</b> reports only, <u>CLeaR</u> for "clear below 12,000 feet"	<b>OVC010CB</b>
	Temperature: degrees Celsius; first 2 digits, temperature <u>"I"</u> last 2 digits, dew-point temperature; <u>Minus</u> for below zero, e.g., M06	<b>18/16</b>
	Altimeter setting: indicator and 4 digits; in U.S., <u>A</u> -inches and hundredths; ( <u>Q</u> -hectoPascals, e.g., Q1013)	<b>A2992</b>

# KEY to AERODROME FORECAST (TAF) and AVIATION ROUTINE WEATHER REPORT (METAR)

Forecast	Explanation	Report
<b>WS010/31022KT</b>	In U.S. <b>TAF</b> , non-convective low-level ( $\leq 2,000$ ft) <u>Wind Shear</u> ; 3-digit height (hundreds of ft); <u>"/"</u> ; 3-digit wind direction and 2-3 digit wind speed above the indicated height, and unit, <u>KT</u>	<b>RMK</b> <b>SLP045</b> <b>T01820159</b>
<b>FM1930</b>	In <b>METAR</b> , <u>ReMark</u> indicator & remarks. For example: <u>Sea-Level Pressure</u> in hectoPascals & tenths, as shown: 1004.5 hPa; <u>Temp/dew-point</u> in tenths °C, as shown: temp. 18.2°C, dew-point 15.9°C	
<b>TEMPO 2022</b>	<u>From</u> and 2-digit hour and 2-digit minute <b>beginning</b> time: indicates significant change. Each FM starts on new line, indented 5 spaces.	
<b>PROB40 0407</b>	<u>TEMPO</u> rary: changes expected for < 1 hour and in total, < half of 2-digit hour <b>beginning</b> and 2-digit hour <b>ending</b> time period	
<b>BECMG 1315</b>	<u>PROB</u> ability and 2-digit percent (30 or 40): probable condition during 2-digit hour <b>beginning</b> and 2-digit hour <b>ending</b> time period	
	<u>BEC</u> om <u>in</u> G: change expected during 2-digit hour <b>beginning</b> and 2-digit hour <b>ending</b> time period	

**Table of Significant Present, Forecast and Recent Weather - Grouped in categories and used in the order listed below; or as needed in TAF, No Significant Weather.**

## QUALIFIER

### Intensity or Proximity

- Light "no sign" Moderate + Heavy

VC Vicinity: but not at aerodrome; in U.S. **METAR**, between 5 and 10SM of the point(s) of observation; in U.S. **TAF**, 5 to 10SM from center of runway complex (elsewhere within 8000m)

### Descriptor

MI Shallow	BC Patches	PR Partial	TS Thunderstorm
BL Blowing	SH Showers	DR Drifting	FZ Freezing

## WEATHER PHENOMENA

### Precipitation

DZ Drizzle	RA Rain	SN Snow	SG Snow grains
IC Ice crystals	PL Ice pellets	GR Hail	GS Small hail/snow pellets

UP Unknown precipitation in automated observations

### Obscuration

BR Mist ( $\geq 5/8$ SM)	FG Fog ( $< 5/8$ SM)	FU Smoke	VA Volcanic ash
SA Sand	HZ Haze	PY Spray	DU Widespread dust

### Other

SQ Squall	SS Sandstorm	DS Duststorm	PO Well developed dust/sand whirls
FC Funnel cloud	+FC tornado/waterspout		

- Explanations in parentheses "( )" indicate different worldwide practices.
- Ceiling is not specified; defined as the lowest broken or overcast layer, or the vertical visibility.
- NWS **TAFs** exclude turbulence, icing & temperature forecasts; NWS **METARs** exclude trend fcsts
- Although not used in US, Ceiling And Visibility OK replaces visibility, weather and clouds if: visibility  $\geq 10$  km; no cloud below 5000 ft (1500 m) or below the highest minimum sector altitude, whichever is greater and no CB; and no precipitation, TS, DS, SS, MIFG, DRDU, DRSA or DRSN.

**UNITED STATES DEPARTMENT OF COMMERCE**

**NOAA/PA 96052**

**National Oceanic and Atmospheric Administration—National Weather Service**



## KEY AIR TRAFFIC FACILITIES

## Air Traffic Control System Command Center

Main Number.....703-904-4400

## RGNL AIR TRAFFIC DIVISIONS

REGION	TELEPHONE
Alaskan	907-271-5464
Central	816-329-2500
Eastern	718-553-4502
Great Lakes	847-294-7202
New England	781-238-7500
Northwest Mountain	425-227-2500
Southern	404-305-5500
Southwest	817-222-5500
Western Pacific	310-725-6500

## AIR ROUTE TRAFFIC CONTROL CENTERS (ARTCCs)

ARTCC NAME	*24 HR RGNL DUTY OFFICE TELEPHONE #	BUSINESS HOURS	BUSINESS TELEPHONE #
Albuquerque	817-222-5006	7:30 a.m.-4:00 p.m.	505-856-4300
Anchorage	907-271-5936	7:30 a.m.-4:00 p.m.	907-269-1137
Atlanta	404-305-5180	7:30 a.m.-5:00 p.m.	770-210-7601
Boston	617-238-7001	7:30 a.m.-4:00 p.m.	603-879-6633
Chicago	847-294-8400	8:00 a.m.-4:00 p.m.	630-906-8221
Cleveland	847-294-8400	8:00 a.m.-4:00 p.m.	440-774-0310
Denver	425-227-1389	7:30 a.m.-4:00 p.m.	303-651-4100
Ft. Worth	817-222-5006	7:30 a.m.-4:00 p.m.	817-858-7503
Houston	817-222-5006	7:30 a.m.-4:00 p.m.	281-230-5300
Indianapolis	847-294-8400	8:00 a.m.-4:00 p.m.	317-247-2231
Jacksonville	404-305-5180	8:00 a.m.-4:30 p.m.	904-549-1501
Kansas City	816-329-3000	7:30 a.m.-4:00 p.m.	913-254-8500
Los Angeles	661-265-8200	7:30 a.m.-4:00 p.m.	661-265-8200
Memphis	404-305-5180	7:30 a.m.-4:00 p.m.	901-368-8103
Miami	404-305-5180	7:00 a.m.-3:30 p.m.	305-716-1500
Minneapolis	847-294-8400	8:00 a.m.-4:00 p.m.	651-463-5580
New York	718-995-5426	8:00 a.m.-4:40 p.m.	516-468-1001
Oakland	310-725-3300	6:30 a.m.-3:00 p.m.	510-745-3331
Salt Lake City	425-227-1389	7:30 a.m.-4:00 p.m.	801-320-2500
Seattle	425-227-1389	7:30 a.m.-4:00 p.m.	253-351-3500
Washington	718-995-5426	8:00 a.m.-4:30 p.m.	703-771-3401

## MAJOR TERMINAL RADAR APPROACH CONTROLS (TRACONS)

TRACON NAME	*24 HR RGNL DUTY OFFICE TELEPHONE #	BUSINESS HOURS	BUSINESS TELEPHONE #
Atlanta	404-305-5180	7:00 a.m.-3:30 p.m.	404-669-1200
Chicago	847-294-8400	8:00 a.m.-4:00 p.m.	847-608-5509
Dallas/Ft. Worth	817-222-5006	7:30 a.m.-4:00 p.m.	972-615-2500
Denver	425-227-1389	7:30 a.m.-4:00 p.m.	303-342-1500
Houston	817-222-5006	7:30 a.m.-4:00 p.m.	281-230-8400
New York	718-995-5426	8:00 a.m.-4:30 p.m.	516-683-2901
Northern CA	310-725-3300	7:00 a.m.-3:30 p.m.	916-366-4001
Potomac	718-995-5426	8:00 a.m.-4:30 p.m.	540-349-7500
Southern CA	310-725-3300	7:30 a.m.-4:00 p.m.	858-537-5800

\*Facilities can be contacted through the Rgnl Duty Officer during non-business hours.

# KEY AIR TRAFFIC FACILITIES

## DAILY NAS REPORTABLE AIRPORTS

AIRPORT NAME	*24 HR RGNL DUTY OFFICE TELEPHONE #	BUSINESS HOURS	BUSINESS TELEPHONE #
Albuquerque Intl Sunport, NM	817-222-5006	8:00 a.m.-5:00 p.m.	505-842-4366
Andrews AFB, MD	718-995-5426	8:00 a.m.-4:30 p.m.	301-735-2380
Baltimore/Washington Intl Thurgood Marshall, MD	718-995-5426	8:00 a.m.-4:30 p.m.	410-962-3555
Boston Logan Intl, MA	781-238-7001	7:30 a.m.-4:00 p.m.	617-455-3100
Bradley Intl, CT	617-238-7001	7:30 a.m.-4:00 p.m.	203-627-3428
Burbank/Bob Hope, CA	310-725-3300	7:00 a.m.-5:30 p.m.	818-567-4806
Charlotte Douglas Intl, NC	404-305-5180	8:00 a.m.-4:30 p.m.	704-344-6487
Chicago Midway, IL	847-294-8400	8:00 a.m.-4:00 p.m.	773-884-3670
Chicago O'Hare Intl, IL	847-294-8400	8:00 a.m.-4:00 p.m.	773-601-7600
Cleveland Hopkins Intl, OH	847-294-8400	8:00 a.m.-4:00 p.m.	216-898-2020
Covington/Cincinnati, OH	708-294-7401	8:00 a.m.-4:30 p.m.	606-767-1006
Dallas/Ft. Worth Intl, TX	817-222-5006	8:30 a.m.-5:00 p.m.	972-615-2531
Dayton Cox Intl, OH	847-294-8400	7:30 a.m.-4:00 p.m.	937-454-7300
Denver Intl, CO	425-227-1389	7:30 a.m.-4:00 p.m.	303-342-1600
Detroit Metro, MI	847-294-8400	8:00 a.m.-4:00 p.m.	734-955-5000
Fairbanks Intl, AK	907-271-5936	7:30 a.m.-4:00 p.m.	907-474-0050
Fort Lauderdale Intl, FL	404-305-5180	7:00 a.m.-3:30 p.m.	305-356-7932
George Bush Intercontinental/Houston, TX	817-222-5006	7:30 a.m.-4:00 p.m.	713-230-8400
Hartsfield-Jackson Atlanta Intl, GA	404-305-5180	7:00 a.m.-3:30 p.m.	404-669-1200
Honolulu Intl, HI	310-725-3300	7:30 a.m.-4:00 p.m.	808-840-6100
Houston Hobby, TX	817-222-5006	8:00 a.m.-5:00 p.m.	713-847-1400
Indianapolis Intl, IN	847-294-8400	8:00 a.m.-4:00 p.m.	317-484-6600
Kahului/Maui, HI	310-725-3300	7:30 a.m.-4:00 p.m.	808-877-0725
Kansas City Intl, MO	816-329-3000	7:30 a.m.-4:00 p.m.	816-329-2700
Las Vegas McCarran, NV	310-725-3300	7:30 a.m.-4:00 p.m.	702-262-5978
Los Angeles Intl, CA	310-725-3300	7:00 a.m.-3:30 p.m.	310-342-4900
Louis Armstrong New Orleans Intl, LA	817-222-5006	7:00 a.m.-4:30 p.m.	504-471-4300
Memphis Intl, TN	404-305-5180	7:30 a.m.-4:00 p.m.	901-322-3350
Miami Intl, FL	404-305-5180	7:00 a.m.-4:00 p.m.	305-869-5400
Minneapolis/St. Paul, MN	847-294-8400	8:00 a.m.-4:00p.m.	612-713-4000
Nashville Intl, TN	404-305-5180	7:00 a.m.-3:30 p.m.	615-781-5460
New York Kennedy Intl, NY	718-995-5426	8:00 a.m.-4:30 p.m.	718-656-0335
New York La Guardia, NY	718-995-5426	8:00 a.m.-4:30 p.m.	718-335-5461
Newark Liberty Intl, NJ	718-995-5426	7:30 a.m.-4:00 p.m.	973-565-5000
Norman Y. Mineta San Jose Intl, CA	310-725-3300	7:30 a.m.-4:00 p.m.	408-982-0750
Ontario Intl, CA	310-725-3300	7:30 a.m.-4:00 p.m.	909-983-7518
Orlando Intl, FL	404-305-5180	7:30 a.m.-5:00 p.m.	407-850-7000
Philadelphia Intl, PA	718-995-5426	8:00 a.m.-4:30 p.m.	215-492-4100
Phoenix Sky Harbor Intl, AZ	310-725-3300	7:30 a.m.-4:00 p.m.	602-379-4226
Pittsburgh Intl, PA	718-995-5426	8:00 a.m.-4:30 p.m.	412-269-9237
Portland Intl, OR	425-227-1389	7:30 a.m.-4:00 p.m.	503-493-7500
Raleigh-Durham, NC	404-305-5180	8:00 a.m.-4:30 p.m.	919-840-5544
Ronald Reagan Washington National, DC	718-995-5426	8:00 a.m.-4:30 p.m.	703-413-1535
Salt Lake City, UT	425-227-1389	7:30 a.m.-4:00 p.m.	801-325-9600
San Antonio Intl, TX	817-222-5006	8:00 a.m.-4:30 p.m.	210-805-5507
San Diego Lindbergh Intl, CA	310-725-3300	8:00 a.m.-4:30 p.m.	619-299-0677
San Francisco Intl, CA	310-725-3300	7:00 a.m.-3:30 p.m.	650-876-2883
San Juan Intl, PR	404-305-5180	7:30 a.m.-5:00 p.m.	809-253-8663
Seattle-Tacoma Intl, WA	425-227-1389	7:30 a.m.-4:00 p.m.	206-768-2900
St. Louis Lambert, MO	816-329-3000	7:30 a.m.-4:00 p.m.	314-890-1000
Tampa Intl, FL	404-305-5180	7:30 a.m.-4:00 p.m.	813-371-7700
Ted Stevens Anchorage Intl, AK	907-271-5936	7:30 a.m.-4:00 p.m.	907-271-2700
Teterboro, NJ	718-995-5426	8:00 a.m.-4:30 p.m.	201-288-1889
Washington Dulles Intl, DC	718-995-5426	8:00 a.m.-4:30 p.m.	571-323-6372
West Palm Beach, FL	404-305-5180	8:00 a.m.-4:30 p.m.	561-683-1867
Westchester Co, NY	718-995-5426	8:00 a.m.-4:30 p.m.	914-948-6520

\*Facilities can be contacted through the Rgnl Duty Officer during non-business hours.

Air Route Traffic Control Center frequencies and their remoted transmitter sites are listed below for the coverage of this volume. Bold face type indicates high altitude frequencies, light face type indicates low altitude frequencies. To insure unrestricted IFR operations within the high altitude enroute sectors, the use of 720 channel communications equipment (25 kHz channel) spacing is required.

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® **ALBUQUERQUE CENTER** 134.6 132.8

H-4-5-6-7, L-5-6-7-8-10-15-17-19

Amarillo Nr 1 - 127.85

(KZAB)

Amarillo Nr 2 - **134.75**

El Paso A - 135.875 **134.175**

El Paso B - 128.2 **125.525**

Fort Stockton - 135.875 **132.2 120.975**

Mount Dora - **133.05** 127.852

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® **FORT WORTH CENTER** 134.4

H-6, L-6-15-17-18-19-21-22

Abilene - **134.25** 127.45

(KZFW)

Ardmore - **132.975** 128.1

Big Spring - 133.7

Blue Ridge A - 124.875

Blue Ridge B - 127.6

Brownwood - 127.45

Clinton-Sherman - **132.45** 128.4 126.3

Cumby - 132.85 132.02 **126.575**

Dublin - **128.325**

Dublin A - 135.375

Dublin B - 127.15

El Dorado - 128.2

Frankston - 135.25 **134.025**

Gainsville - 126.775 124.75

Keller - 135.275 134.15 133.25

Lubbock - 132.6 126.45 **120.775**

Marshall - 132.02 **128.125**

McAlester - **135.45** 132.2

Midland A - 133.1 **132.075**

Mineral Wells - 127.0 120.35

Monroe - 126.325

Oklahoma City - 133.9 **132.45**

Paducah - **134.55** 133.5 126.45 **120.775**

Paris - 124.875

Plainview - 126.45

San Angelo - 126.15 **120.275**

Scurry - **135.75** 126.725

Shreveport - **133.875 132.275** 126.325

Snyder - 132.6

Texarkana - **134.475 126.575** 123.925

Tyler - 135.25 **134.025**

Waco - 133.3

Wichita Falls Nr1 - **132.925 124.525**

Wichita Falls Nr2 - 133.5 **127.95**

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**®HOUSTON CENTER – 134.35****H-6-7-8-9, L-17-18-19-20-21-22****(KZHU)****Arr-Dep US – 135.77** 134.95 **133.75** 133.4 **132.65** **132.4** 128.3 127.8 125.75 120.35**Alexandria – 132.7** **134.425** 120.975**Atlanta – 135.775** 135.775 134.9 **132.65** 132.65 120.35**Austin – 126.425** 132.15 125.65**Baton Rouge – 126.35****Beaumont – 133.8** 126.95 **123.825****Boxer – 132.65** 120.35**Cameron County – 133.4** **132.65** 132.65**College Station – 128.075** 125.15 **123.725** 134.8 120.4**East Breaks – 133.4****East Cameron – 127.85****Eugene Island – 132.65** 132.65 120.35**Fredericksburg – 134.2** **128.65****Galveston – 133.8** **132.65** 132.65**Galveston A – 133.4****Grand Isle – 135.775** 135.775 134.9 **132.65** 132.65 **132.175** 132.175**Hattiesburg – 126.8** **119.725****High Island – 132.65** 132.65 **127.85** 127.85**Houma – 132.65** 132.65**Independence – 135.775** 135.775 134.9**Intracoastal City – 120.35****Kerrville – 134.95****Kingsville – 133.75** 128.15**Lacombe – 126.875** 126.35 121.025**Lafayette – 133.65** 126.35**Lake Charles – 132.95** 124.7**Laredo – 133.75** 127.8 126.1**Lometa – 132.35****Lufkin – 134.8** **132.775** 126.95 125.175**McComb – 126.8****Mobile – 132.6** **125.775****Natchez – 120.975****Newton – 134.8** 128.175**Palacios – 128.6****Rockport – 134.6** 133.4 128.15**Rocksprings – 132.4** 125.75**San Antonio – 132.8** **125.25****Sarita – 133.4****Sealy – 132.15** **126.425** 128.6**South Timbalier – 135.775** 135.775 134.9**Three Rivers – 134.6****Tick – 133.4** 120.35**Uvalde – 134.95** 126.1**Victoria – 135.05** **124.725****Virgo – 134.9****®KANSAS CITY CENTER – 132.325****H-5-6, L-10-15-16-27, A-2****(KZKC)****Chanute – 132.9****Gage – 126.95****Liberal – 134.675** 134.0**Oklahoma City – 128.3****Ponca City – 127.8****Tulsa – 125.825** 128.8

® MEMPHIS CENTER - 127.975 124.025

Brinkley - 135.3 124.025 126.85

Columbus - 134.775 133.125 127.1

Fayetteville - 132.55 126.1

Fort Smith - 126.1

Greenville - 135.875 133.075 124.925

Greenwood - 132.5 127.425

Harrison - 133.025 126.85

Hot Springs - 128.475

Jackson - 132.5

Little Rock - 132.425 125.475

Louisville - 132.75

McKellar - 134.65 127.975 126.45 124.35

Meridian - 128.275 125.975

Pine Bluff - 135.875 132.425 125.475

Russellville - 128.475

Tupelo - 135.9 135.9 134.4 128.5 127.375 120.025

Walnut Ridge - 135.225 132.375 120.075

(KZME)

VHF frequencies available at Flight Service Stations and at their remote communication outlets (RCO's) are listed below for the coverage of this volume. Frequencies in bold type are available all altitudes but recommended for use FL180 and above. "T" indicates transmit only and "R" indicates receive only. RCO's available at NAVAID's are listed after the NAVAID name. RCO's not at NAVAID's are listed by name.

## ALBUQUERQUE AFSS 122.55

EL PASO RCO **122.4** 122.55  
GUADALUPE PASS RCO 122.35

## DE RIDDER AFSS

BATON ROUGE RCO 122.2  
DE RIDDER RCO 122.2  
DRISKILL MOUNTAIN RCO 122.35  
ESLER RCO **122.55**  
HOUMA RCO 122.45  
LAFAYETTE RCO 122.35  
LAKE CHARLES RCO **122.3**  
LEEVILLE VORTAC 113.5T 122.1R  
MANY RCO 122.15  
MONROE RCO 122.25  
NEW ORLEANS RCO **122.6**  
PATTERSON RCO 122.5  
SHREVEPORT RCO **122.6**  
SOUTH TIMBALIER RCO 122.6  
TIBBY VORTAC 112.0T 122.1R  
VERMILLION RCO 122.6

## FORT WORTH AFSS 122.6

ABILENE RCO **122.65**  
AMARILLO RCO **122.65**  
BRECKENRIDGE RCO 122.5  
BROWNWOOD RCO 122.5  
CHILDRESS RCO 122.45  
DALHART RCO 122.2  
DALLAS RCO 122.3  
GREGG COUNTY RCO 122.2  
JACKSBORO RCO 122.4  
LUBBOCK RCO 122.55  
MINERAL WELLS RCO 122.2  
PARIS RCO 122.25  
PLAINVIEW RCO 122.55  
SHERMAN/DENISON RCO 122.3  
SNYDER RCO 122.45  
TYLER RCO 122.3  
WACO RCO **122.15**  
WICHITA FALLS RCO 122.65

## GREENWOOD AFSS

BIGBEE RCO 123.65  
EATON VORTAC 110.6T 122.1R  
GREENVILLE VOR/DME 110.2T 122.1R  
GREENWOOD RCO 122.2 **122.55**  
GULFPORT VOR/DME 109.0T 122.1R  
HOLLY SPRINGS VORTAC 112.4T 122.1R 122.3  
JACKSON VORTAC 112.6T 122.1R 122.2 122.65  
KEWANEE VORTAC 113.8T 122.1R  
LAUREL RCO 122.3  
MC COMB RCO 122.2 122.4  
MC COMB VORTAC 116.7T 122.1R 122.2 122.4  
MERIDIAN VORTAC 117.0T 122.1R 122.2 122.6  
NATCHEZ VOR/DME 110.0T 122.1R  
PICAYUNE VOR/DME 112.2T 122.1R  
SIDON VORTAC 114.7T 122.1R  
TUPELO RCO 122.5

**JONESBORO AFSS** 122.2 122.3  
 BATESVILLE RCO 122.25  
 EL DORADO RCO 122.65  
 FAYETTEVILLE RCO 122.3  
 FAYETTEVILLE (SPRINGDALE) RCO 122.55  
 FLIPPIN RCO 122.35  
 FORT SMITH RCO 122.2  
 HARRISON RCO 122.45  
 HOT SPRINGS VOR/DME 110.0T 122.1R  
 JONESBORO RCO 122.2 122.3 123.6  
 LITTLE ROCK RCO **122.55**  
 MONTICELLO VOR/DME 111.6T 122.1R  
 PINE BLUFF RCO 122.6  
 SOCIAL HILL RCO 122.075  
 TEXARKANA RCO **122.45**  
 WALNUT RIDGE VORTAC 114.5T 122.1R

**MC ALESTER AFSS**  
 ADA RCO **122.45**  
 ARDMORE RCO **122.55**  
 BARTLESVILLE RCO 123.6  
 GAGE RCO **122.55**  
 HOBART RCO 122.2  
 MC ALESTER RCO **122.65** 123.6  
 MUSKOGEE RCO 122.5  
 NORMAN RCO **122.15**  
 PONCA CITY RCO **122.25**  
 RICH MOUNTAIN RCO 122.6  
 SAYRE VORTAC 115.2T 122.1R  
 STILLWATER VOR/DME 108.4T 122.1R 122.3  
 TULSA RCO 122.2 **123.65**  
 WILEY POST RCO 122.4 **122.65**  
 WOODRING RCO 122.6

**MONTGOMERY COUNTY AFSS**  
 BEAUMONT RCO 122.2  
 CENTER RCO 122.6  
 COLLEGE STATION RCO 122.2 **122.65**  
 EAST BREAKS RCO 122.5  
 GALVESTON RCO **122.15** 122.2  
 HIGH ISLAND RCO **122.35**  
 HOBBY RCO **122.35**  
 HOUSTON RCO **122.4**  
 HUNTSVILLE RCO 122.3  
 JASPER RCO **122.5**  
 LUFKIN RCO 122.2  
 MONTGOMERY COUNTY RCO 122.0 122.2  
 PALACIOS RCO **122.25**  
 VICTORIA RCO 122.2

**SAN ANGELO AFSS**  
 ALICE RCO 122.6  
 AUSTIN RCO 122.55  
 BIG SPRING RCO 122.4  
 BROWNSVILLE RCO 122.3  
 CENTER POINT VORTAC 117.5T 122.1R  
 CORPUS CHRISTI RCO **122.65**  
 COTULLA RCO 122.2  
 DEL RIO RCO 122.3  
 EAGLE PASS RCO **122.3**  
 FORT STOCKTON VORTAC 116.9T 122.1R  
 HARLINGEN RCO **122.35**  
 JUNCTION RCO 122.3  
 LAMPASAS RCO 122.55  
 LAREDO RCO 122.3  
 MARFA VOR/DME 115.9T 122.1R  
 MC ALLEN RCO 122.2  
 MIDLAND RCO 122.6  
 PECOS VOR/DME 111.8T 122.1R  
 ROCKSPRINGS VORTAC 111.2T 122.1R  
 SAN ANGELO RCO 122.25  
 SAN ANTONIO RCO 122.2 122.3  
 STONEWALL VORTAC 113.8T 122.1R  
 TEMPLE VOR/DME 110.4T 122.1R  
 THREE RIVERS VORTAC 111.4T 122.1R  
 UVALDE RCO 123.65  
 WINK RCO 122.05

## FLIGHT STANDARDS DISTRICT OFFICES (FSDO)

Below is a list of FSDO's in the area of coverage of this directory. These offices serve the aviation industry and the general public on matters relating to certification and operation of general aviation aircraft. Address letters to Manager, Flight Standards District Office—Federal Aviation Administration.

### ARKANSAS

1701 Bond Street  
Little Rock, AR 72202  
Telephone: 501-918-4400  
1-800-632-9566 (AR only)

### LOUISIANA

9191 Plank Road  
Baton Rouge, LA 70811  
Telephone: 225-358-6800  
1-800-821-1960

### MISSISSIPPI

100 W. Cross Street, Suite C  
Jackson-Evers Intl Airport  
Jackson, MS 39208  
Telephone: 601-664-9800

### OKLAHOMA

The Parkway Building  
1300 S. Meridian, Suite 601  
Oklahoma City, OK 73108  
Telephone: 405-951-4200

### TEXAS

1431 Greenway Drive, Suite 1000  
Irving, TX 75038  
Telephone: 972-582-1800  
972-582-1872 (Fax)  
972-582-1862 (Fax)

14800 Trinity Blvd., Suite 200  
Fort Worth, TX 76155  
Telephone: 817-684-6700  
817-684-6757 (Fax)

Route 3, Box 51  
Lubbock, TX 79403-9712  
Telephone: 806-740-3800  
806-740-3809 (Fax)  
1-800-858-4115

10100 Reunion Place, Suite 200  
San Antonio, TX 78216-4128  
Telephone: 210-308-3300  
1-800-292-2023

2221 Alliance Blvd, Suite 400  
Fort Worth, TX 76177  
Telephone: 817-491-5000

13100 Space Center Blvd., Suite 5400  
Houston, TX 77059-3598  
Telephone: 281-212-9700  
888-285-2127 (Toll free)  
281-212-9759 (Fax)



## PREFERRED IFR ROUTES

A system of preferred routes has been established to guide pilots in planning their routes of flight to minimize route changes during the operational phase of flight, and to aid in the efficient orderly management of the air traffic using federal airways. The preferred IFR routes which follow are designed to serve the needs of airspace users and to provide for a systematic flow of air traffic in the major terminal and enroute flight environments. Cooperation by all pilots in filing preferred routes will result in fewer traffic delays and will better provide for efficient departure, enroute and arrival air traffic service.

The following lists contain preferred IFR routes for the low altitude stratum and the high altitude stratum. The high altitude list is in two sections; the first section showing terminal to terminal routes and the second section showing single direction route segments. Also, on some high altitude routes low altitude airways are included as transition routes.

The following will explain the terms/abbreviations used in the listing:

1. Preferred routes beginning/ending with an airway number indicate that the airway essentially overlies the airport and flight are normally cleared directly on the airway.
2. Preferred IFR routes beginning/ending with a fix indicate that aircraft may be routed to/from these fixes via a Standard Instrument Departure (SID) route, radar vectors (RV), or a Standard Terminal Arrival Route (STAR).
3. Preferred IFR routes for major terminals selected are listed alphabetically under the name of the departure airport. Where several airports are in proximity they are listed under the principal airport and categorized as a metropolitan area; e.g., New York Metro Area.
4. Preferred IFR routes used in one direction only for selected segments, irrespective of point of departure or destination, are listed numerically showing the segment fixes and the direction and times effective.
5. Where more than one route is listed the routes have equal priority for use.
6. Official location identifiers are used in the route description for VOR/VORTAC nav aids.
7. Intersection names are spelled out.
8. Navaid radial and distance fixes (e.g., ARD201113) have been used in the route description in an expediency and intersection names will be assigned as soon as routine processing can be accomplished. Navaid radial (no distance stated) may be used to describe a route to intercept a specified airway (e.g., MIV MIV101 V39; another navaid radial (e.g., UIM UIM255 GSW081); or an intersection (e.g., GSW081 FITCH).
9. Where two nav aids, an intersection and a navaid, a navaid and a navaid radial and distance point, or any navigable combination of these route descriptions follow in succession, the route is direct.
10. The effective times for the routes are in UTC. During periods of daylight saving time effective times will be one hour earlier than indicated. All states observe daylight saving time except Arizona, Puerto Rico and the Virgin Islands. Pilots planning flight between the terminals or route segments listed should file for the appropriate preferred IFR route.
11. (90–170 incl) altitude flight level assignment in hundred of feet.
12. The notations "pressurized" and "unpressurized" for certain low altitude preferred routes to Kennedy Airport indicate the preferred route based on aircraft performance.
13. High Altitude Preferred IFR Routes are in effect during the following time periods unless otherwise noted.  
 Sun ..... 1300–2259 local time.  
 Mon thru Fri ..... 0701–2259 local time.  
 Sat ..... 0701–1459 local time.
14. Use current SIDs and STARs for flight planning.
15. For high altitude routes, the portion of the routes contained in brackets is suggested but optional. The portion of the route outside the brackets will likely be required by the facilities involved.

## LOW ALTITUDE

Terminals	Route	Effective Times (UTC)
<b>DALLAS/FORT WORTH AREA</b>		
Atlanta (ATL) .....	TTT084 SOLD0 UIM V54 TXK V278 VUZ V417 MAYES V325 DALAS ATL .....	0000–2359
Chicago Midway (MDW) .....	FUZ022 MLC206 MLC V63 UIN V586 PIA PIA056 MOTIF JOT .....	0000–2359
Chicago O'Hare (ORD) .....	FUZ022 MLC206 MLC V63 UIN V586 PIA V262 BDF V10 PLANO .....	0000–2359
Houston Hobby (HOU) .....	V369 TNV .....	0000–2359
Memphis (MEM) .....	TTT084 SOLD0 UIM V54 TXK V16 UJM .....	1200–1400 and 1800–0000
New Orleans (MSO) .....	TTT084 SOLD0 UIM V114 VEILS .....	0000–2359
San Antonio (SAT) .....	ACT V358 STV .....	0000–2359
<b>HOUSTON METRO AREA</b>		
Dallas (DAL) .....	LEONA–DP CQY DUMPY–STAR .....	
Dallas/Fort Worth (DFW) .....	(Non Turbojet–North Flow) LEONA CQY CEDAR CREEK–STAR .....	
	or	
	(Non Turbojet–South Flow) LEONA CQY DUMPY–STAR .....	

Terminals	Route	Effective Times (UTC)
New Orleans (MSY).....	(100 and below–GPS or DME/DME–IRU equipped) SABINE PASS (RNAV)–DP SBI V198 TBD V552 .. or (100 and below–all others) HUB SBI274/16 SBI V198 TBD V552 ..... or (110–180 incl–GPS or DME/DME–IRU equipped) SABINE PASS (RNAV)–DP LLA AWDAD AWDAD– STAR ..... or (110–180 incl–all others) HUB SBI274/16 SBI LLA AWDAD AWDAD–STAR ..... or (100 and below) LAKE CHARLES–DP LCH V20..... or (110–180 incl–GPS or DME/DME–IRU equipped) GUSTI (RNAV)–DP AWDAD AWDAD–STAR ..... or (110–180 incl–all others) LAKE CHARLES–DP LCH AWDAD–STAR .....	
<b>NEW ORLEANS METRO AREA</b>		
Dallas/Fort Worth (DFW) .....	RQR V566 AEX V114 GGG V94 CQY .....	0000–2359
<b>TULSA (TUL)</b>		
Indianapolis (IND) .....	V14 SGF V190 PXV V11 .....	0000–2359
Springfield (SPI) .....	V14 SGF V63 UIN V50 .....	0000–2359
Terre Haute (HUF).....	V14 SGF V190 PXV V7 .....	0000–2359
	<b>HIGH ALTITUDE</b>	
Terminals	Route	Effective Times (UTC)
<b>BATON ROUGE METRO AREA</b>		
Atlanta (ATL).....	GCV LGC–STAR ..... or (RNAV only) GCV HONIE (RNAV)–STAR .....	
Houston (HOU).....	(GPS or DME/DME–IRU equipped) SALVO LFT ELAAN CLMBA COLUMBIA (RNAV)–STAR ..... or (Non–advanced NAV only) SALVO LFT LCH DAISETTA–STAR .....	
Houston (IAH) .....	(GPS OR DME/DEM–IRU EQUIPPED) SALVO LFT WOLDE (RNAV)–STAR ..... or (Non–advanced NAV only) SALVO LFT GILCO–STAR .....	
<b>DALLAS/FORT WORTH METRO AREA</b>		
Baltimore (BWI).....	TXK J42 BKW J147 CSN OTT–STAR .....	
	or (GPS or DME/DME–IRU equipped) TXK J42 BKW J147 CSN RAVNN (RNAV)–STAR .....	
Boca Raton (BCT) .....	(GPS OR DME/DEM–IRU EQUIPPED) SWB MCB J50 CEW J2 SZW PRRIE (RNAV) STAR or (GPS OR DME/DME–IRU EQUIPPED) SWB HRV Q105 REDFN Q100 SRQ PRRIE (RNAV STAR) TTT064 LIT235 LIT J131 PXV J29 JHW J82 ALB GDM–STAR.....	
Boston (BOS).....	or SQS J52 ATL GRD J209 RDU J207 FKN J79 JFK060060 ORW PVD V151 INNDY .....	
Charlotte (CLT).....	SQS J52 ATL UNARM–STAR ..... or (Turbojets–GPS or DME/DME–IRU equipped) SQS J52 ATL ADENA (RNAV)–STAR .....	
Chicago Midway (MDW) .....	FUZ J181 MAG00 MOTIF–STAR .....	
Chicago O'Hare (ORD).....	FUZ J181 BDF BDF–STAR .....	1200–0400

Terminals	Route	Effective Times (UTC)
Cincinnati (CVG) .....	(RNAV only) TXK J42 MEM J29 PXV SARGO (RNAV)—STAR .....	
Cleveland Metro Area (CLE) (CGF) (BLK) (LNN) (LPR) .....	PXV ZABER—STAR .....	
Denver (DEN) .....	ADM ADM303 ROLLS J52 LAA QUAIL—STAR .....	
Detroit Metro—Wayne (DTW) .....	LIT J131 PXV VHP FWA MIZAR—STAR .....	1200–0400
Detroit Metro Area (PTK), (YIP), (ARB) .....	TXK J131 PXV VHP FWA CRUX—STAR .....	
(DET), (CYQG) .....	TXK J131 PXV VHP FWA V96 VWV VVW051 POOFE .....	
Fort Lauderdale (FLL) .....	(DME/DME—IRU OR GPS) SWB HRV Q105 BLVNS Q102 BAGGS JINGL (RNAV) STAR .....	
	or (all others) SWB HRV Q105 BLVNS Q102 BAGGS RSW FORTL—STAR .....	
Houston (HOU) .....	(Turbojets—Non—advanced NAV only) JPOOL—DP ELLVR TEXNN—STAR .....	
	or (Non—Turbojets) JPOOL—DP CLL BLUBL—STAR .....	
	or (Turbojets GPS or DME/DME—IRU equipped) JPOOL—DP ELLVR COACH—STAR .....	
Houston (IAH) .....	(Non—advanced NAV only) JPOOL—DP BILEE RIICE—STAR .....	
	or (GPS or DME/DME—IRU equipped) JPOOL—DP BILLE RIICE—STAR .....	
Kennedy (JFK) .....	SQS J52 ATL GRD J209 ORF J121 SIE CAMRN—STAR .....	
La Guardia (LGA) .....	SQS J52 ATL AHN J208 HPW J191 PXT KORRY—STAR .....	
Louisville (IIU) .....	TXK J42 BNA BNA037 BARRY EWO .....	
Miami (MIA) .....	(all others) SWB HRV Q105 BLVNS Q102 CYY CYY—STAR .....	
	or (all others) SWB MCB J50 CEW J2 SZW J43 PIE CYY—STAR .....	
	or (DME/DME/IRU OR GPS TURBOJET) SWB MCB J50 CEW J2 SZW SSCOT (RNAV)—STAR .....	
	or (DME/DME/IRU OR GPS TURBOJET) SWB HRV Q105 BLVNS Q102 BAGGS SSCOT (RNAV)—STAR .....	
Newark (EWR) .....	TXK J42 GVE DYLIN—STAR .....	
	or (GPS or DME/DME—IRU equipped) TXK J42 GVE PHLBO (RNAV)—STAR .....	
Philadelphia (PHL) .....	TXK J42 OTT DQO—STAR .....	
Phoenix (PHX) .....	ABI J4 SSO J50 TOTEC .....	0100–0500
Pittsburgh (PIT) .....	TXK J42 MEM J29 PXV HNN WISKE—STAR .....	
San Francisco (SFO) .....	TTT275 GTH119 GTH GTH288 TCC105 TCC J76 FTI J58 OAL MOD .....	
San Jose (SJC) .....	TTT275 GTH119 GTH GTH288 TCC105 TCC J76 FTI J58 OAL HYP .....	
West Palm Beach (PBI) .....	SWB HRV Q105 REDFN Q100 SRQ WLACE (RNAV)—STAR .....	
	or SWB MCB J50 CEW J2 SZW WLACE (RNAV)—STAR .....	
	or (GPS or DME/DME—IRU equipped) SWB MCB J50 CEW J2 SZW WLACE (RNAV)—STAR .....	
	or (GPS or DME/DME—IRU equipped) SWB HRV Q105 REDFN Q100 SRQ WLACE (RNAV)—STAR ..	

Terminals	Route	Effective Times (UTC)
<b>GULFPORT</b>		
Houston (HOU) .....	(DME/DME-IRU or GPS-equipped) HRV COLUMBIA (RNAV)-STAR .....	
Houston (IAH) .....	(DME/DME-IRU or GPS-equipped) HRV WOLDE (RNAV)-STAR .....	
<b>HOUSTON METRO AREA (HOU, IAH)</b>		
Atlanta (ATL) .....	(Turbojets-GPS or DME/DME-IRU equipped) LAKE CHARLES-DP BTR GCV HONIE (RNAV)-STAR .....	
	or	
	(Turbojets-GPS or DME/DME-IRU equipped) SABINE PASS (RNAV)-DP LLA HRV GCV HONIE (RNAV)-STAR .....	
	or	
	(all others) HUB SBI274/16 SBI LLA HRV GCV LA GRANGE-STAR .....	
Austin (AUS) .....	INDUSTRY-DP IDU BITER-STAR .....	
Baltimore (BWI) .....	(Turbojets-GPS or DME/DME-IRU equipped) SABINE PASS (RNAV)-DP LLA HRV SJI J37 SPA J14 RIC RAVNN (RNAV)-STAR .....	
	or	
	(Turbojets-all others) HUB SBI274/16 SBI LLA HRV SJI J37 SPA J14 RIC OTT-STAR .....	
	or	
	(Turbojets-GPS or DME/DME-IRU equipped) GUSTI (RNAV)-DP SJI J37 SPA J14 RIC RAVNN (RNAV)-STAR .....	
	or	
	(Turbojets-all others) LAKE CHARLES-DP BTR SJI J37 SPA J14 RTC OTT-STAR .....	
Boca Raton (BCT) .....	(GPS or DME/DME-IRU equipped) SABINE PASS (RNAV)-DP LEV Q102 BAGGS PRRIE (RNAV)-STAR .....	
	or	
	(GPS or DME/DME-IRU equipped) HUB SBI274/16 SBI LLA HRV SJI J2 SZW PRRIE (RNAV)-STAR .....	
	or	
	(GPS or DME/DME-IRU equipped) SABINE PASS (RNAV)-DP LLA HRV SJI J2 SZW PRRIE (RNAV)-STAR .....	
Boston (BOS) .....	(Turbojets-all others) LAKE CHARLES-DP BTR SJI J37 MGM MGM048/138 GRD J209 RDU J207 FKN J79 JFK WOONS-STAR .....	
	or	
	(Turbojets-GPS or DME/DME-IRU equipped) SABINE PASS (RNAV)-DP LLA HRV SJI J37 MGM MGM048/138 GRD J209 RDU J207 FKN J79 JFK INNDY (RNAV)-STAR .....	
	or	
	(Turbojets-all others) HUB SBI274/16 SBI LLA HRV SJI J37 MGM MGM048/138 GRD J209 RDU J207 FKN J79 JFK WOONS-STAR .....	
Charlotte (CLT) .....	(Turbojets-GPS or DME/DME-IRU equipped) SABINE PASS (RNAV)-DP LLA BTR KALBE MEI J239 ATL ADENA (RNAV)-STAR .....	1400-0100
	or	
	(all others) HUB SBI274/16 SBI LLA BTR KALBE MEI J239 ATL UNARM-STAR .....	1400-0100
Chicago (ORD) .....	LUFKIN-DP LIT J180 FT2 BDF-STAR .....	
	or	
Cleveland (CLE) .....	LUFKIN-DP LIT J131 PXV ZABER-STAR .....	
Denver (DEN)	LEONA ADM J52 LAA QUAIL-STAR .....	

Terminals	Route	Effective Times (UTC)
Fort Lauderdale (FLL) .....	(GPS or DME/DME-IRU equipped) SABINE PASS (RNAV)-DP LLA HRV SJI J2 SZW JINGL (RNAV)-STAR .....	
	or	
	(all others) HUB SBI274/16 SBI LLA HRV SJI J2 SZW J41 PIE FORTL-STAR .....	
	or	
	(GPS or DME/DME-IRU equipped) GUSTI (RNAV)-DP SJI J2 SZW JINGL (RNAV)-STAR- or	
	(all others) LAKE CHARLES-DP BTR SJI J2 SZW J41 PIE FORTL-STAR .....	
Kennedy (JFK) .....	(Turbojets-GPS or DME/DME-IRU equipped) SABINE PASS (RNAV)-DP LLA HRV SJI J37 MGM MGM048/138 GRD J209 ORF J121 SIE CAMRN-STAR .....	
	or	
	(Turbojets-all others) HUB SBI274/16 SBI LLA HRV SJI J37 MGM MGM048/138 GRD J209 ORF J121 SIE CAMRN-STAR .....	
	or	
	(Turbojets-GPS or DME/DME-IRU equipped) GUSTI (RNAV)-DP SJI J37 MGM MGM048/138 GRD J209 ORF J121 SIE CAMRN-STAR .....	
	or	
	(Turbojets-all others) LAKE CHARLES-DP BTR SJI J37 MGM MGM048/138 GRD J209 ORF J121 SIE CAMRN-STAR .....	
La Guardia (LGA) .....	(Turbojets-all others) LAKE CHARLES-DP BTR SJI J37 MGM AHN J208 HPW J191 PXT KORRY-STAR .....	
	or	
	(Turbojets-GPS or DME/DME-IRU equipped) SABINE PASS (RNAV)-DP LLA HRV SJI J37 MGM AHN J208 HPW J191 PXT KORRY-STAR .....	
	or	
	(Turbojets-all others) HUB SBI274/16 SBI LLA HRV SJI J37 MGM AHN J208 HPW J191 PXT KORRY-STAR .....	
Miami (MIA) .....	(Turbojets-GPS or DME/DME-IRU equipped) SABINE PASS (RNAV)-DP LEV Q102 CYY SSCOT (RNAV)-STAR .....	
	or	
	(Turbojets-GPS or DME/DME-IRU equipped) SABINE PASS (RNAV)-DP LLA HRV SJI J2 SZW SSCOT (RNAV)-STAR .....	
	or	
	(all others) HUB SBI274/16 SBI LLA HRV SJI J2 SZW J41 PIE CYPRESS-STAR .....	
	or	
	(Turbojets-GPS or DME/DME-IRU equipped) GUSTI (RNAV)-DP SJI J2 SZW SSCOT (RNAV)-STAR .....	
	or	
	(all others) LAKE CHARLES-DP BTR SJI J2 SZW J41 PIE CYPRESS-STAR .....	
Newark (EWR) .....	(Turbojets-GPS or DME/DME-IRU equipped) SABINE PASS (RNAV)-DP LLA HRV SJI J37 SPA J14 CREWE J51 FAK PHILBO (RNAV)-STAR .....	
	or	
	(Turbojets-all others) HUB SBI274/16 SBI LLA HRV SJI J37 SPA J14 CREWE J51 FAK PHLBO (RNAV)-STAR .....	
	or	

Terminals	Route	Effective Times (UTC)
	(Turbojets—GPS or DME/DME-IRU equipped) GUSTI (RNAV)—DP SJI J37 SPA J14 CREWE J51 FAK PHLBO (RNAV)—STAR .....	
	or	
	(Turbojets—all others) LAKE CHARLES—DP SJI J37 SPA J14 CREWE J51 FAK PHLBO (RNAV)—STAR .....	
Orlando (MCO) .....	(GPS or DME/DME-IRU equipped) SABINE PASS (RNAV)—DP LEV Q100 REMIS PIE COSTR (RNAV)—STAR .....	
	or	
	(GPS or DME/DME-IRU equipped) SABINE PASS (RNAV)—DP LLA HRV SJI J2 SZW OTK PIGLT (RNAV)—STAR .....	
	or	
	(all others) HUB SBI274/16 SBI LLA HRV SJI J2 SZW J43 PIE MINEE—STAR.....	
	or	
	(GPS or DME/DME-IRU equipped) GUSTI (RNAV)—DP SJI J2 SZW OTK PIGLT (RNAV)—STAR .....	
	or	
	(all others) LAKE CHARLES—DP BTR SJI J2 SZW J43 PIE MINEE—STAR .....	
Palm Beach (PBI) .....	(GPS or DME/DME-IRU equipped) SABINE PASS (RNAV)—DP LEV Q102 BAGGS WLACE (RNAV)—STAR .....	
	or	
	(GPS or DME/DME-IRU equipped) SABINE PASS (RNAV)—DP LLA HRV SJI J2 SZW WLACE (RNAV)—STAR .....	
	or	
	(GPS or DME/DME-IRU equipped) GUSTI (RNAV)—DP SJI J2 SZW WLACE (RNAV)—STAR ....	
Philadelphia (PHL) .....	(Turbojets—GPS or DME/DME-IRU equipped) SABINE PASS (RNAV)—DP LLA HRV SJI J37 SPA J14 CREWE J51 FAK GUNNI (RNAV)—STAR .....	
	or	
	(Turbojets—all others) HUB SBI274/16 SBI LLA HRV SJI J37 SPA J14 CREWE FAK DUPONT—STAR.....	
	or	
	(Turbojets—DPS or DME/DME-IRU equipped) GUSTI (RNAV)—DP SJI J37 SPA J14 CREWE J51 FAK GUNNI (RNAV)—STAR .....	
	or	
	(Turbojets—all others) LAKE CHARLES—DP BTR SJI J37 SPA J14 CREWE J151 FAK DUPONT—STAR..	
Pittsburgh (PIT) .....	(GPS or DME/DME-IRU equipped) LEV Q100 REMIS BLOND BLOND (RNAV)—STAR .....	
San Antonio (SAT) .....	INDUSTRY—DP IDU MARCS—STAR .....	
Tampa (TPA) .....	(GPS or DME/DME-IRU equipped) SABINE PASS (RNAV)—DP LEV Q102 REMIS SIMMR BLOND (RNAV)—STAR .....	
	or	
	(GPS or DME/DME-IRU equipped) SABINE PASS (RNAV)—DP LLA HRV SJI J2 SZW FOXX (RNAV)—STAR .....	
	or	
	(all others) HUB SBI274/16 SBI LLA HRV SJI J2 SZW DARBS—STAR .....	
	or	
	(GPS or DME/DME-IRU equipped) GUSTI (RNAV)—DP SJI J2 SZW FOXX (RNAV)—STAR .....	

Terminals	Route	Effective Times (UTC)
Washington (DCA) .....	or (all others) LAKE CHARLES—DP BTR SJI J2 SZW DARBS—STAR.....	
	(GPS or DME/DME—IRU equipped) SABINE PASS (RNAV)—DP LLA HRV SJI J37 SPA J14 RIC OJAAY (RNAV)—STAR.....	
	or (all others) HUB SBI274/16 SBI LLA HRV SJI J37 SPA J14 RIC IRONS—STAR.....	
	or (all others) LAKE CHARLES—DP BTR SJI J37 SPA J14 RIC IRONS—STAR.....	
Washington (IAD) .....	(GPS or DME/DME—IRU equipped) SABINE PASS (RNAV)—DP LLA HRV SJI J37 SPA J14 CREWE J51 FAK BARIN (RNAV)—STAR.....	1630—1800
	or (all others) HUB SBI274/16 SBI LLA HRV SJI J37 SPA J14 CREWE J51 FAK COATT—STAR .....	1630—1800
	or (GPS or DME/DME—IRU equipped) GUSTI (RNAV)—DP SJI J37 SPA J14 CREWE J51 FAK BARIN (RNAV)—STAR .....	
	or (all others) LAKE CHARLES—DP BTR SJI J37 SPA J14 CREWE J51 FAK COATT—STAR.....	1630—1800
Windsor Locks (BDL) .....	(GPS or DME/DME—IRU equipped) SABINE PASS (RNAV)—DP LLA HRV SJI J37 MGM MGM048/138 GRD J209 RDU J207 FKN J79 JFK DPK DPK—STAR .....	
	or (all others) HUB SBI274/16 SBI LLA HRV SJI J37 MGM MGM048/138 GRD J209 RDU J207 FKN J79 JFK DPK—STAR.....	
	or (all others) LAKE CHARLES—DP BTR SJI J37 MGM MGM048/138 GRD J209 RDU J207 FKN J79 JFK DPK DPK—STAR .....	
<b>JACKSON (JAN)</b>		
Houston (HOU) .....	(DME/DME—IRU or GPS—equipped) AEX ROKIT (RNAV)—STAR.....	
Houston (IAH) .....	or (Non—advanced NAV only) AEX DAS—STAR.....	
	(Turbojets—DME/DME—IRU or GPS—equipped) AEX TXMEX (RNAV)—STAR .....	
	or (Non—advanced NAV only) AEX DAS STAR .....	
<b>LITTLE ROCK (LIT)</b>		
Houston (HOU) .....	(DME/DME—IRU or GPS—equipped) J180 SWB ROKIT (RNAV)—STAR .....	
Houston (IAH) .....	or (Non—advanced NAV only) J180 SWB DAS—STAR ..	
	(Turbojets—DME/DME—IRU or GPS—equipped) J180 SWB TXMEX (RNAV)—STAR.....	
	or (Non—advanced NAV only) J180 SWB DAS—STAR ..	
<b>NEW ORLEANS (MSY)</b>		
Atlanta (ATL) .....	(Turbojets—GPS or DME/DME—IRU equipped) GCV HONIE (RNAV)—STAR.....	
Austin (AUS) .....	or (all others) GCV LA GRANGE—STAR .....	
	LCH IAH IDU BITER—STAR .....	
	(Turbojets—GPS or DME/DME—IRU equipped) J37 SPA J14 RIC RAVNN (RNAV)—STAR.....	
	or (Turbojets—all others) J37 SPA J14 RIC OTT—STAR .....	

Terminals	Route	Effective Times (UTC)
Boston (BOS).....	(Turbojets–GPS or DME/DME–IRU equipped) J37 MGM MGM048/138 GRD J209 RDU J207 FKN J79 JFK INNDY (RNAV)–STAR .....	
	or	
	(Turbojets–all others) J37 MGM MGM048138 GRD J209 RDU J207 FKN J79 JFK ORW–STAR ..	
Chicago (ORD) .....	(all others) J35 MEM J29 PXV MOSEY–STAR .....	
Cincinnati (CVG) .....	J35 SQS FTZ BRADFORD–STAR .....	
	(GPS or DME/DME–IRU equipped) J35 MEM J29 PXV SARGO (RNAV)–STAR .....	
	or	
	(all others) J35 MEM J29 PXV MOSEY–STAR .....	
Charlotte (CLT).....	(Turbojets–GPS or DME/DME–IRU equipped) MEI J239 ATL ADENA (RNAV)–STAR .....	
	or	
	(all others) MEI J239 ATL UNARM–STAR .....	
Cleveland (CLE) .....	J31 MEI BNA J39 IUU ZABER–STAR .....	
Dallas–Fort Worth (DFW) .....	AEX CEDAR CREEK–STAR .....	
Denver (DEN).....	J58 FUZ J21 ADM J52 LAA QUAIL–STAR .....	
Detroit/Wayne (DTW).....	J35 MEM J29 PXV VHP FWA MIZAR–STAR .....	
Fort Lauderdale (FLL).....	(GPS or DME/DME–IRU equipped) BLVNS Q102 BAGGS JINGL (RNAV)–STAR .....	
	or	
	(GPS or DME/DME–IRU equipped) CEW J2 SZW JINGL (RNAV)–STAR .....	
	or	
	(all others) CEW J2 SZW J41 PIE FORTL–STAR .....	
Houston (HOU) .....	(GPS or DME/DME–IRU equipped) KCEEE COLUMBIA (RNAV)–STAR .....	
	or	
	(Non–advanced NAV only) AEX DAS–STAR .....	
Houston (IAH) .....	(GPS or DME/DME–IRU equipped) JEPEG KUGLE WOLDE WOLDE (RNAV)–STAR .....	
	or	
	(Non–advanced NAV only) AEX DAS–STAR .....	
Kennedy (JFK).....	J37 MGM MGM048138 GRD J209 ORF J121 SIE CAMRN–STAR .....	
La Guardia (LGA) .....	(Turbojets) J37 MGM AHN J208 HPW J191 PXT KORRY–STAR .....	
Louisville (SDF).....	J35 MEM BNA BNA037 BARRY EWO .....	
Miami (MIA) .....	(Turbojets–GPS or DME/DME–IRU equipped) BLVNS Q102 CCY SSCOT (RNAV)–STAR .....	
	or	
	(Turbojets–GPS or DME/DME–IRU equipped) CEW J2 SZW SSCOT (RNAV)–STAR .....	
	or	
	(all others) CEW J2 SZW J41 PIE CYPRESS–STAR .....	
Newark (EWR) .....	(Turbojets–GPS or DME/DME–IRU equipped) J37 SPA J14 J51 FAK PHLBO (RNAV)–STAR .....	
	or	
	(Turbojets–all others) J37 SPA J14 J51 FAK DYLIN–STAR .....	
Orlando (MCO) .....	(GPS or DME/DME–IRU equipped) REDFN Q100 REMIS PIE COSTR (RNAV)–STAR .....	
	or	
	(GPS or DME/DME–IRU equipped) CEW J2 SZW OTK PIGLT (RNAV)–STAR .....	
	or	
	(all others) CEW J2 SZW J43 PIE MINEE–STAR .....	
Philadelphia (PHL) .....	(Turbojets–GPS or DME/DME–IRU equipped) J37 SPA J14 J51 FAK GUNNI (RNAV)–STAR .....	
	or	
	(Turbojets–all others) J37 SPA J14 J51 FAK DUPONT–STAR .....	
San Antonio (SAT) .....	LCH IAH IDU MARCS–STAR .....	



**Terminals****Route**

Tampa (TPA) .....	(GPS or DME/DME-IRU equipped) REDFN Q100 REMIS SIMMR BLOND (RNAV)-STAR .....
	or
	(GPS or DME/DME-IRU equipped) CEW J2 SZW FOOXX (RNAV)-STAR .....
	or
Washington (DCA) .....	(all others) CEW J2 SZW DARBS-STAR .....
	(GPS or DME/DME-IRU equipped) J37 SPA J14 RIC OJAAY (RNAV)-STAR .....
	or
Washington (IAD) .....	(all others) J37 SPA J14 RIC IRONS-STAR .....
	(GPS or DME/DME-IRU equipped) J37 SPA J14 CREWE J51 FAK BARIN (RNAV)-STAR .....
	or
Windsor Locks (BDL) .....	(all others) J37 SPA J14 J51 FAK COATT-STAR .... J37 MGM MGM048138 GRD J209 RDU J207 FKN J79 JFK DPK DPK-STAR .....
<b>OKLAHOMA CITY (OKC)</b>	
Houston (HOU) .....	(Turbojets-Non-advanced NAV only) CVE TEXNN-STAR .....
	or
	(Non-Turbojets) CVE ELLVR BLUBL-STAR .....
	or
	(Turbojets-GPS or DME/DME-IRU equipped) CVE COACH (RNAV)-STAR .....
Houston (IAH) .....	(Non-advanced NAV only) CVE RIICE-STAR .....
	or
	(GPS or DME/DME-IRU equipped) CVE RIICE-STAR .....
<b>SAN ANTONIO (SAT)</b>	
Atlanta (ATL) .....	J2 LCH J590 GCV LGC STAR .....
	or
	(RNAV only) J2 LCH J590 GCV HONIE RNAV-STAR
Denver (DEN) .....	J17 AMA TBE J171 TODDE QUAIL-STAR .....
Detroit Metro-Wayne Co (DTW) .....	ALAMO-DP LFK J101 LIT J131 PXV VHP FWA MIZAR-STAR .....
Houston (HOU) .....	(Non-advanced NAV only) BOWIE-DP CRP ROYOH-STAR .....
	or
	(GPS or DME/DME-IRU equipped) HUBEE-DP WEMAR BAGWL STROS (RNAV)-STAR .....
Houston (IAH) .....	(Non-advanced NAV only) BOWIE-DP CRP CARNE-STAR .....
	or
	(GPS or DME/DME-IRU equipped) FST J138 SAT SEEDS HAMMU (RNAV)-STAR .....
<b>TULSA (TUL)</b>	
Houston (HOU) .....	(Turbojets-Non-advanced NAV only) OKM CVE TEXNN-STAR .....
	or
	(Turbojets-GPS or DME/DME-IRU equipped) OKM CVE COACH (RNAV)STAR .....

**Terminals****Route****Effective  
Times  
(UTC)**

Houston (IAH) ..... (Non-advanced NAV only) OKM CVE RIICE-STAR ..  
or  
(GPS or DME/DME-IRU equipped) OKM CVE  
BAZBL (RNAV)-STAR  
or

**SPECIAL HIGH ALTITUDE DIRECTIONAL ROUTES****Terminals****Route****Effective  
Times  
(UTC)**

Traffic(OCEANIC) originating South of  
Houston Center northbound:

HOU ..... (GPS or DME/DME-IRU equipped) A766  
KLAMS COLUMBIA (RNAV)-STAR .....  
or  
(GPS or DME/DME-IRU equipped) B753  
MAHEE MCOOL COLUMBIA (RNAV)-STAR ....  
IAH ..... (GPS or DME/DME-IRU equipped) A766  
KLAMS WOLDE (RNAV)-STAR .....  
or  
(GPS or DME/DME-IRU equipped) B753  
MAHEE KUGLE WOLDE (RNAV)-STAR .....

**HIGH ALTITUDE—SINGLE DIRECTION ROUTES****Airway****Segment Fixes****Direction  
Effective****Effective  
Times  
(UTC)**

J6 .....	Lancaster, PA to Little Rock, AR .....	Southwest	1100-0300
J42 .....	Texarkana, AR to Robbinsville, NJ .....	Northeast	1100-0300
J180 .....	Little Rock, AR to Humble, TX .....	Southwest	1200-0400

## GULF OF MEXICO “Q ROUTES”

These area navigation routes extend more than 12 miles offshore in airspace controlled by the Federal Aviation Administration (FAA). Additional regulatory information for these routes can be found in the Notices to Airmen Publication, Part 3, International Notices to Airmen.

These routes have a Minimum Obstruction Clearance Altitude (MOCA) of 1500 feet (MSL). The Minimum Enroute Altitude (MEA) for these routes is 6000 feet (MSL)

### Q100

LEV VORTAC

REDFN N28°52.98' / W088°42.11'

ROZZI N28°18.87' / W086°42.31'

REMIS N27°53.04' / W085°15.47'

SRQ VORTAC

### Q102

LEV VORTAC

BLVNS N28°22.94' / W088°02.05'

BUNNZ N28°00.58' / W086°45.76'

BACCA N27°35.51' / W085°20.66'

CIGAR N27°29.61' / W084°46.99'

BAGGS N27°08.06' / W082°50.45'

CYY VORTAC

### Q105

HRV VORTAC

FATSO N29°41.40' / W089°47.08'

REDFN N28°52.98' / W088°42.11'

BLVNS N28°22.94' / W088°02.05'

## Q-ROUTES REGULATORY

**Q1, Q3, Q5, Q7, Q9 and Q11 are preferred single direction (Southbound) Q routes; flight planning Northbound not authorized.**

Q routes are RNAV routes that require the use of GNSS or DME/DME/IRU RNAV, unless otherwise indicated. Please note that this section does not apply to Q routes in the Gulf of Mexico. Gulf of Mexico Q routes are explained in the Southeast and South Central A/FD volumes. Q routes listed in this A/FD volume have at least part of one of their leg segments within this volume's area of coverage.

GNSS and DME/DME/IRU RNAV operations are authorized along Q routes at FL 180 and above. GNSS and DME/DME/IRU RNAV MEAs will only be published if above FL 180.

DME facilities that have been assessed for RNAV operations are listed below. Q routes with no DME facilities listed are limited to GNSS RNAV operations only. Those routes will have an enroute chart note “GNSS REQUIRED”.

Route	Segment	DME
<b>Q1</b>	ELMAA-ERAVE	BTG, OLM, HQM, HUH, UBG
	ERAVE-EASON	BTG, OLM, HQM, HUH, LTJ, CVO, DSD, OED, UBG, ONP, EUG
	EASON-EBINY	CVO, DSD, OED, BTG, UBG, ONP, EUG, LMT
	EBINY-ENVIE	CVO, OED, EUG, LMT, RBL, ENI, ONP, FJS
	ENVIE-ETCHY	OED, PYE, OAK, LIN, ECA, LMT, RBL, ENI, SAC, FJS
	ETCHY-POINT REYES	LIN, ECA, RBL, ENI, SAC, OAK
<b>Q2</b>	BOILE-HEDVI	HEC, PDZ, OCN, PMD, LAX, RZS, IPL, TRM, PKE, BLH, EED, BZA, GBN, PXR
	HEDVI-HOBOL	BZA, GBN, BLH, EED, PXR, IPL, TFD, DRK, TUS
	HOBOL-ITUCO	TFD, GBN, BLH, PXR, TUS, CIE, SSO
	ITUCO-NEWMAN	EWM, TFD, PXR, CIE, SSO, TUS, TCS
<b>Q3</b>	FEPOT-FAMUK	OLM, TOU, HQM, CVO, BTG, DSD, LTJ, UBG, ONP, EUG
	FAMUK-FRFLY	BTG, DSD, OED, CVO, EUG, ONP, UBG, RBL, LMT
	FRFLY-FINER	OED, EUG, RBL, LMT, ENI, CVO, FJS
	FINER-FOWND	OED, PYE, ECA, LIN, OAK, ENI, RBL, LMT, SAC, FJS
	FOWND-POINT REYES	LIN, ECA, PYE, RBL, SAC, ENI
	BOILE-HEDVI	HEC, PDZ, OCN, PMD, LAX, RZS, IPL, TRM, PKE, BLH, EED, BZA, GBN, PXR
<b>Q4</b>	HEDVI-SCOLE	EED, BLH, BZA, GBN, TRM, IPL, TFD
	SCOLE-SPTFR	EED, BLH, BZA, GBN, TRM, IPL, TFD
	SPTFR-ZEBOL	EED, IPL, BZA, GBN, TFD, PXR, BLH
	ZEBOL-SKTR	PXR, BLH, BZA, GBN, TFD, TUS, SSO, CIE, SVC, TCS
	SKTR-EL PASO	EWM, CUS, SVC, TCS, SSO, CIE, ELP, DMN, CME
	HAROB-HISKU	OLM, ONP, CVO, EUG, HQM, UBG, BTG, LTJ, DSD, HUH
<b>Q5</b>	HISKU-HARPR	ONP, CVO, EUG, LTJ, DSD, UBG, BTG, RBL, OED, LMT, FJS, LKV
	HARPR-HOMEG	CVO, EUG, OED, RBL, LMT, ENI, FJS, LKV
	HOMEG-HUPTU	SAC, PYE, LIN, OAK, ECA, LMT, RBL, ENI, OED, FJS
	HUPTU-STIKM	OAK, ECA, PYE, LIN, SAC, ENI, RBL

Route	Segment	DME
Q7	JINMO-JOGEN	CVO, HQM, LTJ, UBG, BTG, ONP, IMB, EUG, OLM, DSD, YKM, PDT, SEA
	JOGEN-JUNEJ	LTJ, IMB, UBG, EUG, CVO, RBL, LMT, FMG, DSD, LKV, OED, BTG
	JUNEJ-JAGWA	RBL, LMT, FMG, LIN, SAC, ECA, ENI, MOD, SWR, OAK, LKV, CZQ, AVE, SNS
Q9	JAGWA-AVENAL	OAK, MOD, ECA, EHF, PRB, AVE, SNS, CZQ
	SUMMA-SMIGE	OLM, UBG, SEA, YKM, BTG, ONP, IMB, HQM, PDT, EUG, LTJ, CVO, DSD, OED, EPH, MWH
	SMIGE-SUNBE	IMB, UBG, EUG, IMB, RBL, LMT, FMG, SAC, OED, CVO, LKV, DSD, BTG
Q11	SUNBE-REBRG	RBL, LMT, FMG, SAC, ECA, MVA, CZQ, OAK, EHF, PMD, LKV, LIN, MOD, AVE, OED, SWR
	REBRG-DERBB	CZQ, PMD, EHF, LAX, RZS, AVE, MOD, ECA
	PAAGE-PAWLI	EPH, UBG, CVO, EUG, HQM, YKM, OLM, PDT, BTG, ONP, IMB, LTJ, DSD, LKV, OED, SEA
Q13	PAWLI-PITVE	EUG, FMG, SAC, IMB, LKV, OED, DSD, RBL, LMT, CVO, REO
	PITVE-PUSHH	FMG, SAC, LIN, SWR, MOD, OAL, RBL, LKV, LMT, MVA, CZQ
	PUSHH-LOS ANGELES	SAC, ECA, FMG, LIN, OAL, MOD, EHF, LAX, PMD, PDZ, HEC, OCN, CZQ, AVE, RZS
Q15	All segments	None; GNSS required
Q19	All segments	None; GNSS required
Q20	PLESS-NASHVILLE	ENL, GQO, PXV, BNA, IIU, FAM, BWG, CSX
	CORONA-HONDS	CNX, ABQ, ACH, ONM, TXO, LVS, TCC, CME
	HONDS-UNNOS	CNX, INK, CME, TXO, TCC
Q21	UNNOS-FUSCO	FST, ACH, INK, CME, SJT, TXO, TCC
	FUSCO-JUNCTION	ABI, CWK, CSI, INK, LZZ, JCT, SJT, STV, FST
	JONEZ-RAZORBACK	BYP, EOS, TUL, TXK, ADM, RZC, OKM
Q22	GUSTI-OYSTY	AEX, DAS, MCB, LLA, BTR, LCH, HRV, LFT, LEV
	OYSTY-ACMES	RQR, GCV, MCB, BTR, PCU, GPT, HRV, LEV, SJI
	ACMES-CATLN	SJI, MGM, MCB, BFM, GPT, GCV, HRV, CEW, MVC, PCU, MEI
Q23	FORT SMITH-RAZORBACK	OKM, RZC, EOS, TUL
Q24	LAKE CHARLES-BATON ROUGE	AEX, DAS, LCH, MCB, LFT, BTR
	BATON ROUGE-IRUBE	AEX, LEV, MCB, LCH, RQR, HRV, BTR, GCV, MCB, PCU, SJI, LBY
	IRUBE-PAYTN	GCV, MCB, JYU, PCU, MEI, HRV, CEW, SJI
Q25	MEEOW-WALNUT RIDGE	ELD, MEM, LIT, FAM, RZC
	WALNUT RIDGE-WLSUN	MEM, STL, BWG, PXV, ENL, FAM, ARG, BNA, CSX, TTH
	WLSUN-POCKET CITY	BWG, PXV, ENL, BNA, TTH
Q26	WALNUT RIDGE-DEVAC	LIT, JKS, GQO, MEM, BNA, FAM, ARG, DYR, VUZ, RMG
Q27	FORT SMITH-ZALDA	OKM, SGF, RZC, EOS, TUL
Q28	GRAZN-PYRMD	EIC, LIT, ELD, OKM, TXK
	PYRMD-HAKAT	ARG, LIT, FAM, ELD, SGF, RZC, MEM, TXK
	HAKAT-ESTEE	ARG, LIT, FAM, SGF, MEM
Q29	ESTEE-POCKET CITY	ARG, CSX, FAM, PXV, ENL, MEM, STL, BWG, TTH, BNA
	HARES-MEMPHIS	MEM, ARG, LIT, JAN, ELD, SQS
	MEMPHIS-SIDAE	MEM, PXV, BNA, BWG, ARG, ENL
Q30	SIDAE-POCKET CITY	PXV, TTH, BWG, ENL
	SIDON-VULCAN	GLH, MEM, VUZ, JAN, JYU, MEI, MGM, SQS, RMG
Q31	DHART-JODOX	SQS, LIT, TXK
	JODOX-MARVELL	SQS, LIT, ELD, MEM, ARG
	MARVELL-TIIDE	ARG, BWG, PXV, FAM, LIT, MEM, ENL, TTH
Q32	TIIDE-POCKET CITY	BWG, PXV, ENL, TTH
	EL DORADO-GAGLE	AEX, JAN, MEM, SQS, SWB, ELD, LIT, TXK
	GAGLE-CRAMM	JAN, SQS, MEM, ARG, VUZ, BNA, LIT
Q33	CRAMM-NASHVILLE	BWG, MEM, VUZ, BNA, GQO
	NASHVILLE-SWAPP	BWG, IIU, PXV, VXX, BNA, GQO
	DHART-LITTLE ROCK	AEX, ELD, LIT, TXK, SWB, ARG, MEM, SQS
Q34	LITTLE ROCK-PROWL	ELD, SGF, FAM, LIT, ARG, MEM, RZC, CSX, STL
	TEXARKANA-MATIE	LIT, SWB, TXK, BYP, EIC, ELD, SQS
	MATIE-MEMPHIS	LIT, ARG, MEM, ELD, SQS
Q35	MEMPHIS-SWAPP	BWG, ARG, MEM, MKL, SQS, PXV, BNA, GQO, IIU, VXX
	KIMBERLY-NEERO	LTJ, PDT, DSD, IMB, LKV, BOI, REO, BAM, SDO
	NEERO-WINEN	BQU, SDO, BAM, REO, BVL, ILC, DTA, ELY, CDC, MLF, BCE
Q36	WINEN-CORKR	CDC, BCE, BLD, ILC, MLF, TBC, PGS, INW, DRK
	CORKR-DRAKE	TBC, BCE, BLD, DRK, PGS, FLG, GCN, INW, TFD
	RAZORBACK-TWITS	RZC, MEM, SGF, BUM, TUL, EOS, FAM, ARG, LIT
Q36	TWITS-DEPEC	MEM, GQO, BNA, BWG, FAM, ARG, PXV, IIU
	DEPEC-NASHVILLE	GQO, BWG, BNA, PXV, IIU
	NASHVILLE-SWAPP	VXX, BWG, BNA, GQO, PXV, IIU

400	Q-ROUTES	
Route	Segment	DME
Q38	ROKIT-INCIN	DAS, LCH, SWB, IAH, LFK, HUB, AEX
	INCIN-LAREY	JAN, MCB, SWB, AEX
	LAREY-BESOM	JAN, JYU, MEI, SQS, VUZ
Q40	ALEXANDRIA-DOOMS	AEX, SWB, LCH, JAN, HEZ, MCB
	DOOMS-WINAP	JAN, SQS, MEI, MCB
	WINAP-MISLE	MEI, VUZ, JYU
Q42	KIRKSVILLE-STRUK	CID, IOW, UIN, LMN, IRK, BDF, STL, DEC, ENL, CSX
	STRUK-DANVILLE	ENL, IOW, UIN, BDF, DEC, STL, CSX, SPI, TTH, BVT, JOT, VHP, OXI, ENL, OKK, OBK, GIJ, FWA, GSH, IRK
	DANVILLE-MUNCIE	GIJ, SPI, BDF, OBK, OKK, VHP, BVT, DEC, GSH, FWA, JOT, TTH, OXI, ROD, FLM
	MUNCIE-HIDON	FLM, VHP, GSH, TTH, GIJ, OKK, FWA, ROD, OXI, CRL, GSH, APE, DJB, DXO, HNN, AIR, HVQ, CXR, EWC
	HIDON-BUBAA	AIR, APE, HNN, CXR, HVQ, EWC, DJB
	BUBAA-PSYKO	AIR, APE, DJB, CXR, HNN, EWC, SLT, CSN, JHW, ETG, PSB
	PSYKO-BRNAN	PSB, JHW, EWC, AIR, ETG, CSN, EMI, SLT
	BRNAN-MAALS	EMI, SLT, CSN, EWC, PSB, ETG, SAX, RBV, HNK, HUO, SIE
	MAALS-SUZIE	ETG, EMI, CSN, HUO, SIE, JFK, PSB, SLT, HNK
	SUZIE-EAST TEXAS	JFK, EMI, PSB, SLT, HNK, SIE, RBV, SAX, HUO, CYN
	EAST TEXAS-ELIOT	HUO, RBV, EMI, CYN, SAX, JFK, PSB, HNK
	DEFUN-HEVVN	PIE, PZD, CRG, SZW, TAY, JYU, CEW, MGM, OTK, CRG
	HEVVN-PLYER	PIE, ORL, OMN, SRQ, TAY, LAL, CRG, SZW, PZD
	PLYER-SWABE	PIE, ORL, OMN, SRQ, TAY
	SWABE-ST PETERSBURG	LAL, ORL, OMN, SRQ, PHK, PIE
	ST PETERSBURG-CYPRESS	PHK, PBI, SRQ, PIE, VRB, ORL, FLL, LAL, OMN
Q106	SMELZ-BULZI	LAL, ORL, OMN, PHK, PIE, CRG, VRB, TAY, OTK, PZD, AMG, SZW
	BULZI-DRABK	AMG, PZD, TAY, CRG, SZW, MGM, OTK, JYU, CEW, SJI
	DRABK-GADAY	MGM, PZD, OTK, JYU, SZW, CEW, SJI
Q108	GADAY-HKUNA	CEW, JYU, MGM, SZW, RRS, PZD, MAI, OTK, GEF, MGR, TAY, AMG, CRG
Q110	THNDR-JAYMC	SRQ, VRB, PHK, PIE, LAL, VKZ, ORL, PBI
	JAYMC-RVERO	VKZ, VRB, PHK, PIE, LAL, SRQ, ORL, OMN, PBI, DHP
	RVERO-KPASA	OMN, PIE, PBI, SRQ, ORL, LAL
	KPASA-BRUTS	SRQ, VRB, ORL, PHK, TAY, PIE, OMN, OTK, LAL, CRG, SZW, AMG
	BRUTS-GULFR	OMN, AMG, CRG, SZW, PIE, TAY, PZD, OTK
Q112	GULFR-FEONA	TAY, MCN, PZD, CRG, OTK, SZW, AMG, MCN, ATL, MGM
	DEFUN-HEVVN	PIE, OTK, CRG, OMN, LAL, SZW, SRQ, ORL, VRB
	HEVVN-INPIN	JYU, PZD, CEW, SZW, MGM, OTK, TAY, AMG, PIE, CRG
Q116	KPASA-BRUTS	SRQ, VRB, ORL, PHK, TAY, PIE, OMN, OTK, LAL, CRG, SZW, AMG
	BRUTS-GULFR	OMN, AMG, CRG, TAY, LAL, PZD, SZW, OTK
	GULFR-CEEYA	MCN, AMG, PZD, OTK, SZW, TAY
Q118	KPASA-BRUTS	SRQ, VRB, ORL, PHK, TAY, PIE, OMN, OTK, LAL, CRG, SZW, AMG
	BRUTS-LENIE	OMN, AMG, CRG, TAY, LAL, PZD, SZW, OTK, MCN
Q501	VIXIS-GOPHER	ECK, FNT, APN, SSM, GRR, MBL, SAW, BAE, MNM, DLL, AUW, ODI, STE, FGT, EAU
		DLH, GEP, BRD, MCW, MSP, ASP, TVC, GRB, RWF
Q502	GOPHER-SOBME	FGT, BRD, MCW, GEP, ABR, FAR, DLH, ODI, RWF, FSD
	KENPA-GOPHER	SSM, FNT, ECK, APN, SAW, GRB, BAE, DLL, AUW, ODI, FGT, DLH, EAU, MCW, MSP, MNM, ASP, TVC, GEP, RWF, BRD
Q504	GOPHER-SOBME	FGT, DLH, ODI, MCW, ABR, FAR, MSP, GEP, RWF, FSD, BRD
	NOTAP-CESNA	SSM, ECK, APN, GLR, PLN, ISQ, MNM, DLL, RHI, DLH, GEP, FGT, ODI, ASP, TVC, SAW, GRB, BRD
Q505	CESNA-HEMDI	ODI, GEP, DLH, FGT, RWF, FAR, AXN, FSD, ABR, DLL, BRD
	OMAGA-RIMBE	SSM, TVC, ASP, SAW, GRB
	RIMBE-CESNA	SSM, RHI, DLL, DLH, GEP, FGT, TVC, SAW, GRB, BRD, ODI
	CESNA-HEMDI	GEP, DLH, FGT, RWF, FAR, AXN, FSD, ABR, BRD, ODI, GRB

## RNAV Routing and Catch Points

The purpose of this section of the Special High Altitude Routes is to present user routing options for flight within the initial HAR Phase I expansion airspace. Users are able to fly user-preferred routes, referred to as non-restrictive routing (NRR), between specific fixes described by **pitch** (entry into) and **catch** (exit out of) fixes in the HAR airspace. Pitch points indicate an end of departure procedures, preferred IFR routings, or other established routing programs where a flight can begin a segment of NRR. The catch point indicates where a flight ends a segment of NRR and joins published arrival procedures, preferred IFR routing, or other established routing programs.

The HAR Phase I expansion airspace is defined as that airspace at and above FL 350 in fourteen of the western and southern Air Route Traffic Control Centers (ARTCCs). The airspace includes Minneapolis (ZMP), Chicago (ZAU), Kansas City (ZKC), Denver (ZDV), Salt Lake City (ZLC), Oakland (ZOA), Seattle Centers (ZSE), Los Angeles (ZLA), Albuquerque (ZAB), Fort Worth (ZFW), Memphis (ZME), and Houston (ZHU). Jacksonville (ZJX) and Miami (ZMA) are included for east-west routes only.

To develop a flight plan, select pitch and catch points based upon your desired route across the Phase I airspace. Filing requirements to pitch points, and from catch points, remain unchanged from current procedures. For the portion of the route between the pitch and catch points, non-restrictive routing is permitted.

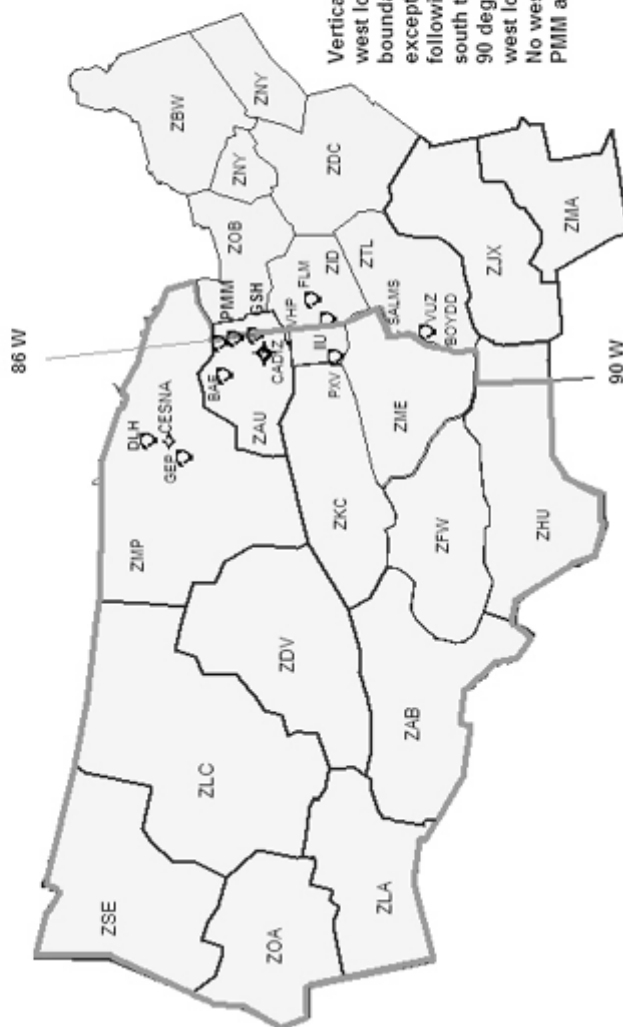
Where pitch points for a specific airport are not identified, aircraft should file an appropriate departure procedure (DP), or any other user preferred routing prior to the NRR portion of their routing. Where catch points for a specific airport are not identified aircraft should file, after the NRR portion of their routing, an appropriate arrival procedure or other user preferred routing to their destination.

Additionally, information concerning the location and schedule of Special Use Airspace (SUA) and Air Traffic Control Assigned Airspace (ATCAA) can be found on the Web Site: <http://sua.faa.gov/sua/Welcome.do>. ATCAA refers to airspace in the high altitude structure supporting military and other special operations. Users are encouraged to file around these areas when they are scheduled to be active, thereby avoiding unplanned reroutes around them.

In conjunction with the HAR program RNAV routes have been established to provide for a systematic flow of air traffic in specific portions of the enroute flight environment. The designator for these RNAV routes begin with the letter Q, for example, Q-501. Where those routes aid in the efficient orderly management of air traffic they will be published as preferred IFR routes.

## High Altitude Redesign (HAR) Phase One Expansion Airspace

Except as noted, flights entering HAR expansion airspace may pitch at the airspace boundary, at the vertical pitch line, or at the fixes listed on the following page.



Vertical Pitch Line: 86 degrees west longitude from the ZMP/ZAU boundary to the ZME/ZID boundary, except between PMM and GSH, then following the ZME east boundary south to the ZHU boundary. Then west to 90 degrees west longitude, the 90 degrees west longitude to the ZHU southern boundary. No westbound traffic between PMM and GSH.

## HAR Special High Altitude Pitch (entry) Points for Nonrestrictive Routing for Airports Located Outside HAR Phase I Expansion Airspace

Westbound traffic originating outside of HAR airspace entering ZMP, ZAU, ZKC and ZME can begin non-restrictive routing over any of the following pitch points (listed from north to south):

DLH, CESNA, GEP, BAE, MKG, GRR, PMM, GSH, CADIZ, FWA, VHP, FLM, IIU, PXV, SGF, RZC, BNA, SALMS, VUZ, BOYDD, MIE.

Traffic originating outside of HAR airspace may also begin Nonrestrictive Routing upon crossing the pitch line depicted on the associated graphic.

## HAR Special High Altitude Pitch Points for Airports Located Within (below) HAR Phase I Expansion Airspace

This section lists pitch points for airports within the HAR Phase I expansion airspace.

Albuquerque	ABQ, GUP, HANOS or ZUN
Austin	ABI, FUZ, JCT, MQP, NAVYS, SJT or TNV
Boca Raton, FL	TBIRD KPASA Q118 LENIE or TBIRD KPASA Q116 CEEYA or TBIRD KPASA Q110 FEONA or TBIRD SMELZ Q106 BULZI or TBIRD SMELZ Q106 GADAY
Burbank includes Santa Monica and Van Nuys	GMN, MARKS or DAG LAS or HEC EED or PMD BLH
Chicago Terminal Area	IOW, PLL275065, MZV or BAE
Dallas/Fort Worth Terminal Area	ABI, LBB, GTH, CDS, MRMAC, IRW, TUL, MLC, TXK ELD, SWB or Aircraft destined the Chicago terminal area Except MDW EAKER MIDEE BDF BRADFORD-STAFF Or MLC J105 SGF BDF BRADFORD-STAF
Denver Terminal Area	PUB, DVC, DBL, RLG, EKR, LAR, MBW, CYS, BFF, HANKI, NATTI, ASHBY, BELKE, CABET, WEEDS, OR BINKE
Fort Lauderdale (or) Fort Lauderdale Executive	THNDR KPASA Q118 LENIE or THNDR KPASA Q116 CEEYA or THNDR KPASA Q110 FEONA or THNDR SMELZ Q106 GADAY or THNDR SMELZ Q106 BULZI
Houston Bush	LIT, ELD, MLC, JCT or Aircraft destined Atlanta Terminal Area LCH Q24 PAYTN HONIE-RNAV STAR or Aircraft joining J37 to the northeast, GUSTI SID GUSTI Q22 CATLN or Aircraft joining J42 to the northeast, EL DORADO SID ELD Q32 J42



404	HIGH ALTITUDE REDESIGN (HAR) PHASE 1 RNAV ROUTING
Houston Hobby	LIT, ELD, MLC, JCT, or Aircraft joining J42 to the northeast, EL DORADO SID ELD Q32 J42
Jacksonville, FL	TAY
Kansas City Terminal Area	TIFTO, CATTS or KENTN
Los Angeles, includes Ontario	GMN, RZS or DAG LAS or TRM EED or TRM PKE
Las Vegas	DOBNE, MOSBI, NICLE, TRALR or ZELOT
Long Beach includes Orange County	GMN SNS, EHF, LANDO or TRM PKE or TRM EED
Memphis	BNA, HAAWK, SALMS or SQS
Miami Terminal Area	WINCO KPASA Q118 LENIE or WINCO KPASA Q116 CEEYA or WINCO KPASA Q110 FEONA or WINCO SMELZ Q106 GADAY or WINCO SMELZ Q106 BULZI
Milwaukee	GREAS
Minneapolis Terminal Area*	ONL, ABR, FAR, OBH, OVR, FOD
New Orleans Terminal Area	AEX, MEI, SQS, KAPLN
Orlando Terminal Area	WEBBS BRUTS Q118 LENIE or WEBBS GULFR Q116 CEEYA or WEBBS BULZI Q106 GADAY or WEBBS FEONA or WEBBS BULZI
Palm Beach, FL	TBIRD KPASA Q118 LENIE or TBIRD KPASA Q116 CEEYA or TBIRD KPASA Q110 FEONA or TBIRD SMELZ Q106 BULZI or TBIRD SMELZ Q106 GADAY
Palm Springs	TRM JOTNU BLD or TRM EED or TRM PKE
Phoenix	CHILY, CIE, CULTS, RSK, DOVEE, GCN, MESSI, SJN, DRYHT or MOHAK
Portland, OR	PDT, TIMEE

Salt Lake City	HVE, DTA, MLF, BCE, OAL, MTU, BVL, OCS, TWF, DBS, BPI or TCH J56 CHE or TCH J173 EKR
Saint Louis	VIH, MAP, MYERZ, MCM or HLV MCI
San Antonio Terminal Area	FUZ, SJT, MQP, ABI or Aircraft North of LFK, LFK or Aircraft South of HUB, ELA or Aircraft South of LFK and North of HUB LCH
San Diego	TRM EED or TRM PKE or TRM JOTNU BLD
San Francisco Bay Area	GALLI, INSLO, HAROL JSICA
Oakland	GALLI, INSLO, HAROL JSICA
San Jose	GALLI or INSLO
Seattle	BLUIT
Southwest Florida Airports (RSW/FMY)	JOCKS KPASA Q118 LENIE or JOCKS KPASA Q116 CEEYA or JOCKS KPASA Q110 FEONA or JOCKS SMELZ Q106 GADAY or JOCKS SMELZ Q106 BULZI
Tampa Terminal Area	FEONA, BULZI or BRUTS Q118 LENIE or GULFR Q116 CEEYA or BULZI Q106 GADAY

\*MSP area departures with destinations east of 93 degrees west longitude via preferred IFR routing.

## Catch Points for Airports Located Outside HAR Phase I Expansion Airspace

This section lists exit points for aircraft destined to specific destinations which are outside the HAR Phase I airspace.

Atlanta Terminal Area	Aircraft through ZME airspace from ZKC airspace east of FAM, Pless Q19 BNA or Aircraft through ZME airspace from ZKC airspace west of FAM, ARG Q26 DEVA or MEM or Aircraft through ZME airspace from ZID airspace west of a line from VHP to BWG, BNA or Aircraft through ZME airspace from ZID airspace east of a line from VHP to BWG, BWG or Aircraft through ZME airspace from ZFW airspace, MEM or MEI HONIE (RNAV)–STAR or PATYN HONIE (RNAV)–STAR
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406	HIGH ALTITUDE REDESIGN (HAR) PHASE 1 RNAV ROUTING
Baltimore–Washington*	GIJ, GEP, FLM, IIU, BAE, VHP, WHETT, BNA or VUZ
Boston*	GEP, CRL, ECK, IIU, BNA or VUZ
Buffalo*	GEP, CRL
Hartford Bradley*	GEP, CRL
Canton–Akron*	GIJ, VHP, GEP
Charlotte	BNA, VUZ
Cincinnati Terminal Area	BNA, PXV or Aircraft north of SLC, JOT or Aircraft over or south of SLC, ENL or SLC or SFO departures, ENL, JOT
Cleveland Terminal Area*	OBK
Detroit Terminal Area	BAE MKG POLAR–STAR or VHP FWA MIZAR–STAR
Detroit Young	VHP FWA or LAN SPRTN–STAR
Indianapolis Terminal Area	BIB, SPI, JOT
Louisville	ENL, MEM
Newark*	GEP, VHP, FLM, IIU, BNA, VUZ or IOW GIJ J554 CRL J584 SLT FQM
New York Kennedy*	GEP, VHP, FLM, IIU, BNA, VUZ or DBQ J94 PMM J70 LVZ LENDY–STAR
New York LaGuardia*	GIJ, GEP, VHP, BAE, FLM, IIU, BNA, VUZ
Philadelphia Terminal Area*	GIJ, GEP, VHP, BAE, WHETT, BNA, VUZ
Pittsburgh Terminal Area*	VHP, GIJ, BAE, GEP
Pontiac	LFD, LAN, VHP, FWA, GEP
Providence	JHW, HEMDI, CESNA, GEP, GRB, TVC, ASP, VHP, IIU, BNA, VUZ
Raleigh–Durham	FLM, IIU, BNA, VUZ
Toronto Terminal Area	ECK, SVM, SSM, GEP
Teterboro*	GEP, VHP, CRL, BNA, VUZ
Washington Dulles/National*	GIJ, GEP, FLM, IIU, BAE, VHP, WHETT, BNA, VUZ
White Plains*	GEP, VHP, CRL, FLM, IIU, BNA, VUZ
Willow Run*	LAN, LFD, VHP, FWA, GEP
*Eastbound aircraft over flying ZMP center airspace entering Toronto center airspace, file direct SSM or via J63, J522 Q505, Q504, Q502, Q501 or Entering ZAU or ZOB airspace from north of DPR J16 MCW, GEP or Entering ZAU or ZOB airspace from or south of DPR J16 MCW, CRL.	

**Catch Points for Airports Located Within (below) HAR Phase I Expansion Airspace**

This section lists exit points for aircraft destined to airports which are below HAR Phase I airspace.

Albuquerque Terminal Area	CURLY CURLY–STAR or ESPAN FRIHO–STAR or LAVAN LAVAN–STAR or FTI FRIHO–STAR or MIERA MIERA–STAR
Austin Terminal Area	Aircraft west of a north–south line at LFK, BLEWE or Aircraft east of a north–south line at LFK, IDU or LLO
Boca Raton, FL	CEW DEFUN Q112 INPIN SHDAY (RNAV)–STAR Aircraft through ZHU remain south of ZME and ZTL airspace or DEFUN Q112 INPIN SHDAY (RNAV)–STAR Aircraft through ZHU remain south of ZME and ZTL airspace or SZW INPIN SHDAY (RNAV)–STAR
Chicago Midway	CVA MOTIF–STAR or PIA MOTIF–STAR or DBQ CVA MOTIF–STAR or LMN MOTIF–STAR
Chicago O'Hare Terminal Area	GEP DLL MSN JVL JANESVILLE–STAR or TVC PULLMAN–STAR or FOD DBQ JVL JANESVILLE–STAR or MCW JANESVILLE–STAR or GCK IRK BRADFORD–STAR
Dallas/Fort Worth Terminal Area	IRW, LOSZY, FSM, LIT, SQS, MLU, AEX, JUMBO, TQA, TURKI, HEATR Aircraft through ZME airspace from north and west of PXV, RZC, Q23 FSM or Aircraft through ZME airspace from east of PXV, PXV Q25 MEEOW or Aircraft through ZME airspace from J6 down to, but not including J52, LIT, SQS or Aircraft through ZME airspace from J52 and south of J52, SQS

408	HIGH ALTITUDE REDESIGN (HAR) PHASE 1 RNAV ROUTING
Denver Terminal Area	OATHE DANDD–STAR or HGO QUAIL–STAR or LOPEC–STAR or ALS LARKS–STAR or HBU POWDR–STAR or EKR TOMSN–STAR or CHE TOMSN–STAR or BFF LANDR–STAR or LBF SAYGE–STAR or HCT SAYGE–STAR or RSK LARKS–STAR or LAA QUAIL–STAR or GCK J154 RYLIE DANDD–STAR or OCS J154 ALPOE RAMMS–STAR or YANKI J114 SNY LANDR–STAR or Aircraft filed BIL or east, MBW RAMMS–STAR
Ft Lauderdale or Ft Lauderdale Executive	CEW DEFUN Q104 PIE SWAGS (RNAV)–STAR Aircraft through ZHU airspace remain south ZME and ZTL airspace or SZW HEVVN Q104 PIE SWAGS (RNAV)–STAR
Houston Bush	CRP, CVE, LLO, LUKIY, SAT or Aircraft south and east of LLA, JEPEG or MISLE Q40 AEX or Aircraft north and east of SJI, SJI or Aircraft east of PXV, PXV Q31 DHART SWB or Aircraft north and west of PXV, PROWL Q33 DHART SWB
Houston Hobby	CRP, ELLVR, SAT, SWB or Aircraft south and east of GIRLY, KCEEE or Aircraft north and east of SJI, SJI or BESOM Q38 ROKIT ROKIT–STAR or Aircraft east of PXV, PXV Q29 HARES SWB or Aircraft north and west of PXV, PROWL Q33 DHART SWB
Jacksonville	GADAY ZOOSS TAY Aircraft through ZHU airspace remain south of ZME and Z airspace or ZOOSS TAY

John Wayne–Orange County	HEC, PGS, BLD or Aircraft south of TBC from ZAB airspace, HIPPI
Kansas City Terminal Area	LMN BRAYMER–STAR or PWE ROBINSON–STAR or EMP JHAWK–STAR
Las Vegas	DILCO, LIDAT, IGM or Aircraft over PGA or north of PGA KSINO or Aircraft south of PGA PGS LYNBY
Los Angeles Terminal Area	Aircraft North of TBC, HEC, PGS or Aircraft South of TBC from ZAB airspace, HIPPI, MESSI
Miami Terminal Area	CEW DEFUN Q104 CYY DEEDS (RNAV)–STAR Aircraft through ZHU airspace remain south ZME and ZTL airspace or SZW HEVBN Q104 CYY DEEDS (RNAV)–STAR
Minneapolis Terminal Area	Aircraft from north, west, south, FAR GOPHER–STAR or RWF SKETR–STAR or ALO KASPR–STAR or BRD GOPHER–STAR or BAE EAU CLAIRE–STAR or FOD TWOLF–STAR
Memphis Terminal Area	ARG, BWG, FSM, PXV, LIT, RZC, SQS, VUZ, BNA, GQO, ELD
Naples, FL	CEW DEFUN Q104 PLYER PIKKR (RNAV)–STAR Aircraft through ZHU AIRSPACE remain south of ZME and ZTL airspace or SZW HEVBN Q104 PLYER PIKKR (RNAV)–STAR
Nashville	CCT, GHM, GUITR, TINGS, VOLLS
New Orleans Terminal Area	BLUEZ, GPT, LCH, MCB, TBD, FATSO
Oakland	ILA or KATTS PAMMY or Aircraft over or south of a line ILC J16 DVC REANA KATTS PAMMY or Aircraft from north of ILC, JOPER PAMMY or KATTS PAMMY or Aircraft over or south of ILC, REANA KATTS PAMMY
Orlando Terminal Area	GADAY Q108 CLAWZ LEESE–STAR Aircraft through ZHU airspace remain south of ZME/ZTL airspace or OTK LEESE–STAR

410	HIGH ALTITUDE REDESIGN (HAR) PHASE 1 RNAV ROUTING
Palm Beach, FL	CEW DEFUN Q112 INPIN GULLO (RNAV)–STAR Aircraft through ZHU airspace remain south of ZME and Z airspace or SZW INPIN GULLO (RNAV)–STAR
Phoenix	CORKR DRK or Aircraft from ZDV airspace, GUP or Aircraft from ZAB airspace, ZUN, MOHAK, SSO or VYLLA TUS
Phoenix Satellites	FLG, SSO, MOHAK or VYLLA, TUS
Portland, OR Terminal Area	ARNIT BONVL–STAR or LARNO BONVL–STAR or MOXEE MOXEE–STAR
St. Louis Terminal Area	SGF TRAKE–STAR or BUM TRAKE–STAR or ANX TRAKE–STAR or LMN IRK RIVRS–STAR or RBS VANDALIA–STAR
Salt Lake City Terminal Area	JNC J12 HELPR SPANE–STAR or EKR MTU SPANE–STAR or BCE DTA–TCH or MLF DTA–TCH or BVL BONNEVILLE–STAR or BYI BEARR–STAR or PIH BEARR–STAR or DBS BRIGHAM CITY–STAR or JAC BRIGHAM CITY–STAR or BPI BRIGHAM CITY–STAR or OCS BRIGHAM CITY–STAR
San Diego Terminal Area	EED, LAX, GBN
Santa Ana	HEC, PGS, BLD, HIPPI
San Antonio Terminal Area	IDU, CSI, JCT, LLO, CRP, LRD or West of a north–south line at LFK, BLEWE or East of a north–south line at LFK, IDU

San Francisco	FMG GOLDEN GATE--STAR or MVA MODESTO--STAR or ENI GOLDEN GATE--STAR or OAL MODESTO--STAR or South of a line ILC to DVC, REANA KATTS OAL MODESTO--STAR
San Jose	FMG HYP EL NIDO--STAR or OAL HYP EL NIDO--STAR or ENI GOLDEN GATE--STAR or South of a line ILC to DVC, REANA KATTS KICHI CANDA EL NIDO--STAR
Seattle Terminal Area	Aircraft From northeast, southeast, south, TEMPL GLASR--STAR or SUNED CHINS--STAR or BTG OLMYPIA--STAR
Southwest Florida Airports RSW and FMY	CEW DEFUN Q104 SWABE JOSFF--STAR Aircraft through ZHU airspace remain south of ZME and ZTL airspace or SZW HEVVN Q104 SWABE JOSFF--STAR
Tampa Terminal Area	CEW DEFUN Q104 HEVVN DARBS--STAR Aircraft through ZHU airspace remain south of ZME and ZTL airspace or SZW DARBS--STAR
Tucson	DRK PXR or MOHAK GBN



## VISUAL FLIGHT RULES (VFR) WAYPOINTS

VFR Waypoint names consist of five letters beginning with "VP". Stand-alone VFR Waypoints are portrayed on VFR Charts using the same four-point star symbol currently used for Instrument Flight Rules (IFR) Waypoints.

VFR Waypoints collocated with Visual Checkpoints (Visual Reporting Points) are portrayed with a Visual Check Point flag. The VFR Waypoint name is shown in parentheses adjacent to the Visual Check Point name.

VFR Waypoint names are not intended to be pronounceable and shall not be used in ATC communications.

CAUTION: GPS accuracy necessitates extra vigilance for other aircraft when navigating near any fix retrieved from a GPS database.

## BALTIMORE–WASHINGTON TERMINAL AREA CHART/FLYWAY CHART

WAYPOINT IDENT	COLLOCATED VFR CHECKPOINT	LOCATION
VPAXI	_____	N38°34.57'/W076°20.38'
VPONX	_____	N39°06.65'/W076°55.92'
VPOOP	_____	N38°56.32'/W076°36.90'

## BOSTON HELICOPTER CHART

VPBAY	_____	N42°16.17'/W070°49.48'
VPBLT	_____	N42°19.67'/W070°53.40'
VPCGS	_____	N42°22.08'/W071°03.13'
VPEVS	_____	N42°23.52'/W071°04.10'
VPFEN	_____	N42°12.58'/W071°08.88'
VPFRE	_____	N42°25.03'/W071°12.32'
VPGVL	_____	N42°21.88'/W070°52.18'
VPHAM	_____	N42°30.13'/W071°07.15'
VPPIK	_____	N42°20.37'/W071°15.93'
VPQUA	_____	N42°12.10'/W071°04.78'
VPQUB	_____	N42°12.60'/W070°59.83'
VPSPF	_____	N42°24.20'/W071°09.47'
VPTOB	_____	N42°31.42'/W070°59.82'
VPWAN	_____	N42°36.88'/W071°19.45'

## BOSTON TERMINAL AREA CHART

VPCOH	COHASSET	N42°13.58'/W070°48.94'
VP CUT	CUTTYHUNK HARBOR	N41°25.50'/W070°55.03'
VPFRA	FRAMINGHAM SHOPPING CENTER	N42°18.16'/W071°23.65'
VP HOL	WOODS HOLE	N41°31.06'/W070°40.60'
VP HUL	HULL	N42°18.20'/W070°55.30'
VP LPT	NANTUCKET GREAT POINT	N41°23.41'/W070°02.78'
VP NED	NEEDHAM TOWERS	N42°18.51'/W071°14.64'
VP PEA	PEABODY SHOPPING CENTER	N42°32.52'/W070°56.69'
VPROC	ROCKINGHAM RACE TRACK	N42°46.29'/W071°13.57'
VP SCI	SCITUATE	N42°11.89'/W070°43.69'
VP TPT	NANTUCKET THIRD POINT	N41°18.51'/W070°03.37'
VP TUC	TUCKERNUCK	N41°18.31'/W070°15.43'
VP WAK	WAKEFIELD	N42°30.72'/W071°05.24'
VP WAN	WANG TOWERS	N42°36.88'/W071°19.45'

## CHARLOTTE SECTIONAL CHART

VPATO	_____	N34°37.37'/W076°31.47'
VPAVA	_____	N34°57.00'/W077°16.50'
VPBFE	_____	N32°16.38'/W080°47.50'
VPBRA	_____	N36°13.75'/W076°08.08'
VP GCE	_____	N36°03.90'/W076°36.42'
VP GHI	_____	N35°15.30'/W075°31.25'
VP GIO	_____	N35°32.50'/W076°37.33'
VP KJU	_____	N35°26.58'/W076°10.22'
VP LMN	_____	N34°55.43'/W077°46.42'
VP MAB	_____	N34°42.20'/W077°03.50'
VP NPO	ISLE OF PALMS	N32°47.78'/W079°46.45'
VP OKY	_____	N35°06.53'/W075°59.17'
VP REP	_____	N32°33.98'/W080°21.82'
VP RRS	_____	N33°25.45'/W079°07.60'
VP UMO	_____	N35°35.63'/W075°28.08'
VP WZO	_____	N36°00.87'/W075°40.07'
VP ZIE	_____	N32°01.62'/W080°53.42'

## DENVER TERMINAL AREA CHART/FLYWAY CHART

VPBEN	_____	N39°44.28' /W104°26.00'
VPFTG	_____	N39°44.35' /W104°32.75'
VPNIC	NORTH INTERCHANGE	N39°58.90' /W104°59.27'

## HOUSTON TERMINAL AREA CHART/FLYWAY CHART

WAYPOINT IDENT	COLLOCATED VFR CHECKPOINT	LOCATION
VPBWY	_____	N29°46.25' /W095°09.24'
VPDTN	_____	N29°46.59' /W095°22.01'
VPGLA	_____	N30°08.32' /W095°06.62'
VPGLB	_____	N30°07.80' /W094°55.70'
VPKTY	_____	N29°47.05' /W095°44.92'
VPPLN	_____	N30°08.80' /W095°50.42'
VPRSN	_____	N29°30.00' /W095°41.00'
VPSND	_____	N29°23.13' /W095°28.86'
VPSNT	_____	N29°49.29' /W094°53.94'
VPTNE	_____	N29°47.48' /W095°03.34'
VPTNW	_____	N29°47.06' /W095°33.81'
VPTRK	_____	N29°24.06' /W095°10.44'

## JACKSONVILLE SECTIONAL CHART

VPAFI	_____	N31°49.35' /W081°51.07'
VPAFY	_____	N30°07.00' /W081°21.33'
VPBEC	_____	N29°46.25' /W081°15.10'
VPCJA	_____	N29°30.00' /W081°06.00'
VPCKY	_____	N28°46.50' /W082°34.00'
VPCNY	_____	N28°30.00' /W080°45.00'
VPDAD	DADE CITY	N28°22.57' /W082°11.25'
VPDAR	_____	N31°22.38' /W081°24.13'
VPDFI	_____	N29°00.17' /W081°20.85'
VPDUT	_____	N27°37.70' /W082°09.10'
VPEAR	CLEARWATER BEACH	N27°58.67' /W082°49.83'
VPEGV	_____	N29°39.97' /W081°24.87'
VPFFU	_____	N28°57.08' /W081°00.33'
VPGPE	ST PETE BEACH	N27°43.50' /W082°44.67'
VPHAA	_____	N30°04.02' /W083°40.02'
VPHUC	_____	N28°19.87' /W082°43.77'
VPIWA	MIDWAY	N31°48.33' /W081°25.85'
VPJMY	_____	N29°26.92' /W081°18.27'
VPKER	LAKE PARKER	N28°04.00' /W081°56.00'
VPLEV	_____	N28°48.00' /W080°52.00'
VPLJA	_____	N29°00.00' /W080°51.00'
VPMAI	_____	N30°50.02' /W084°56.63'
VPTLH	_____	N30°32.70' /W083°52.22'
VPXZY	_____	N29°35.00' /W083°10.00'
VPYIW	_____	N30°42.28' /W081°27.25'
VPZIE	_____	N32°01.62' /W080°53.42'

## KANSAS CITY SECTIONAL CHART

VPAGO	_____	N37°50.33' /W090°29.03'
VPBEK	_____	N37°15.07' /W092°30.67'
VPDEN	_____	N37°46.75' /W092°19.20'
VPENE	_____	N37°44.75' /W091°55.78'
VPESS	_____	N36°59.48' /W091°00.88'
VPFME	_____	N37°41.00' /W092°38.33'
VPGXY	_____	N37°15.50' /W091°40.17'
VPMBE	_____	N37°11.08' /W090°27.92'
VPMKE	_____	N37°24.47' /W092°40.00'
VPROV	_____	N38°01.72' /W091°12.81'
VPUTT	_____	N37°52.05' /W092°01.20'

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VFR WAYPOINTS

WAYPOINT IDENT	COLLOCATED VFR CHECKPOINT	LOCATION
VPWOC		N37°18.03' /W092°18.63
VPWRO		N37°39.12' /W091°45.68
VPXIZ		N37°26.60' /W092°05.42

KANSAS CITY TERMINAL AREA CHART

VPATN	ATCHISON	N39°33.62' /W095°07.65
VPBGS	BLUE SPRINGS	N39°01.82' /W094°16.32
VPBSP	BONNER SPRINGS	N39°03.78' /W094°53.1
VPCHB	CHOUTEAU BRIDGE	N39°08.77' /W094°32.03
VPDSO	DE SOTO	N38°58.68' /W094°58.48
VPESG	EXCELSIOR SPRINGS	N39°20.68' /W094°13.77
VPGTB	GARRETSBURG	N39°40.92' /W094°41.45
VPLAT	LATHROP WATER TANK	N39°32.87' /W094°20.00
VPLEN	LENEXA	N38°57.77' /W094°43.68
VPLVL	LONGVIEW LAKE	N38°54.63' /W094°28.28
VPMCL	MC LOUTH	N39°11.65' /W095°12.50
VPNHA	NASHUA	N39°17.83' /W094°34.80
VPSCX	SPORTS COMPLEX	N39°03.00' /W094°29.02
VPSKR	SUGAR CREEK REFINERY	N39°07.00' /W094°27.02
VPSPK	SWOPE PARK	N39°00.47' /W094°31.93
VPTSK	TWIN STACKS	N39°09.05' /W094°38.22
VPWOF	WORLDS OF FUN	N39°10.42' /W094°29.12

KLAMATH FALLS SECTIONAL CHART

VPORO		N43°57.38' /W123°02.22
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LOS ANGELES HELICOPTER CHART

VPANA		N33°44.43' /W117°50.03
VPART	MAGNOLIA	N33°51.45' /W117°58.92
VPAUT	HWY 91 & 55	N33°50.63' /W117°49.57
VPBOB		N33°59.60' /W117°21.45
VPCAR		N33°49.90' /W118°17.23
VPCNG	CONEJO GRADE US HWY 101	N34°12.54' /W118°59.61
VPCOR		N33°52.90' /W117°32.95
VPCRX		N34°01.40' /W117°44.88
VPCSU	CSU CHANNEL ISLANDS	N34°09.76' /W119°02.53
VPDOW		N33°56.47' /W118°05.80
VPELA		N34°00.98' /W118°10.35
VPETY		N33°38.70' /W117°44.12
VPFCB		N34°02.03' /W118°01.63
VPFPL	OXNARD FINANCIAL PLAZA	N34°13.71' /W119°10.39
VPGOL		N34°09.33' /W118°17.37
VPIMP		N33°55.85' /W118°16.85
VPKAT		N33°48.23' /W117°54.22
VPKEL		N34°03.92' /W117°48.40
VPLAC		N34°03.75' /W118°14.93
VPLLU		N34°03.85' /W117°17.82
VPLQM	QUEEN MARY	N33°45.17' /W118°11.37
VPLRT	SANTA ANITA RACE TRACK	N34°08.45' /W118°02.65
VPLVT	VINCENT THOMAS BRIDGE	N33°44.97' /W118°16.32
VPMDR		N33°59.27' /W118°23.97
VPNEW	NEWHALL PASS	N34°20.18' /W118°30.72
VPNUY		N34°09.63' /W118°28.18
VPPCH		N33°28.07' /W117°40.32
VPPKC		N34°03.32' /W118°12.83
VPPOR		N34°00.10' /W117°50.12
VPRRT		N33°59.37' /W118°16.83
VPSEP		N34°05.80' /W118°28.63
VPSFR		N34°17.45' /W118°28.07
VPSTC	SATICOY BRIDGE	N34°16.62' /W119°08.34
VPSTK		N34°13.97' /W118°24.60

SC. 23 SEP 2010 to 18 NOV 2010

## LOS ANGELES SECTIONAL CHART

### WAYPOINT IDENT

VPCNG	COLLOCATED VFR CHECKPOINT	LOCATION
VPCSU	CONEJO GRADE US HWY 101	N34°12.54' /W118°59.61'
VPFPL	CSU CHANNEL ISLANDS	N34°09.76' /W119°02.53'
VPSTC	OXNARD FINANCIAL PLAZA	N34°13.71' /W119°10.39'
	SATICOY BRIDGE	N34°16.62' /W119°08.34'

## LOS ANGELES TERMINAL AREA CHART/FLYWAY CHART

VPCNG	CONEJO GRADE US HWY 101	N34°12.54' /W118°59.61'
VPCSU	CSU CHANNEL ISLANDS	N34°09.76' /W119°02.53'
VPGTY	GETTY CENTER	N34°04.84' /W118°28.66'
VPLBP	BANNING PASS	N33°56.05' /W116°59.63'
VPLCC	CHAFFEY COLLEGE	N34°08.87' /W117°34.33'
VPLCP	CAJON PASS	N34°18.07' /W117°27.68'
VPLDL	DISNEYLAND	N33°48.72' /W117°55.13'
VPLDP	DANA POINT	N33°27.62' /W117°42.87'
VPLDS	DODGER STADIUM	N34°04.42' /W118°14.42'
VPLFX	91/605 INTERCHANGE	N33°52.38' /W118°06.08'
VPLGP	GRIFFITH PARK OBSERVATORY	N34°07.10' /W118°18.02'
VPLHF	110/405 FWYS	N33°51.42' /W118°17.10'
VPLHP	HUNTINGTON PIER	N33°39.32' /W118°00.25'
VPLKH	KING HARBOR	N33°50.75' /W118°23.88'
VPLLC	L.A. COLISEUM	N34°00.83' /W118°17.27'
VPLLM	LAKE MATHEWS	N33°50.58' /W117°26.85'
VPLMM	MAGIC MOUNTAIN	N34°26.20' /W118°36.28'
VPLMS	MILE SQUARE PARK	N33°43.40' /W117°56.77'
VPLPD	PRADO DAM	N33°53.40' /W117°38.48'
VPLPP	PACIFIC PALISADES	N34°02.13' /W118°32.15'
VPLQM	QUEEN MARY	N33°45.17' /W118°11.37'
VPLRB	ROSE BOWL	N34°09.67' /W118°10.05'
VPLRT	SANTA ANITA RACE TRACK	N34°08.45' /W118°02.65'
VPLSA	SANTA ANA CANYON	N33°52.03' /W117°42.68'
VPLSB	SANTA FE FLOOD BASIN	N34°07.72' /W117°57.30'
VPLSC	STATE COLLEGE	N33°52.97' /W117°53.13'
VPLSF	SAN FERNANDO RESERVOIR	N34°17.87' /W118°29.00'
VPLSP	SIGNAL PEAK	N33°36.33' /W117°48.63'
VPLSR	HAWTHORNE & 405 FREEWAY	N33°53.07' /W118°21.13'
VPLSS	SANTA SUSANA PASS	N34°16.00' /W118°38.43'
VPLTW	TUJUNGA WASH & FOOTHILL	N34°16.40' /W118°20.30'
VPLVT	VINCENT THOMAS BRIDGE	N33°44.97' /W118°16.32'
VPLWT	WATER TANK	N34°10.82' /W118°46.27'
VPNEW	NEWHALL PASS	N34°20.18' /W118°30.72'
VPSTC	SATICOY BRIDGE	N34°16.62' /W119°08.34'

## MIAMI SECTIONAL CHART

VPACH	HOLLYWOOD BEACH	N26°00.92' /W080°06.93'
VPBOV	_____	N27°57.00' /W080°46.75'
VPCLC	_____	N26°27.07' /W082°00.88'
VPCTE	_____	N26°09.28' /W081°20.70'
VPDAD	DADE CITY	N28°22.57' /W082°11.25'
VPDUT	_____	N27°37.70' /W082°09.10'
VPDZE	_____	N27°19.00' /W080°44.17'
VPEAR	CLEARWATER BEACH	N27°58.67' /W082°49.83'
VPEDY	ANDYTOWN TOLLGATE	N26°08.78' /W080°28.00'
VPFAH	_____	N26°25.40' /W081°29.67'
VPGPE	ST PETE BEACH	N27°43.50' /W082°44.67'
VPHRO	_____	N27°05.97' /W082°12.20'
VPHUC	_____	N28°19.87' /W082°43.77'
VPIBR	_____	N27°12.47' /W081°40.22'
VPKER	LAKE PARKER	N28°04.00' /W081°56.00'
VPKOE	_____	N24°40.08' /W081°20.55'
VPLYY	_____	N24°49.07' /W080°49.17'
VPMB0	GULFSTREAM PARK	N25°58.57' /W080°08.17'
VPOBA	PUMPING STATION	N26°28.30' /W080°26.75'
VPRBI	_____	N25°50.67' /W080°55.18'
VPRNL	RANGER STATION	N25°22.92' /W080°36.58'
VPWMO	_____	N27°03.00' /W080°35.00'

## MIAMI TERMINAL AREA CHART/FLYWAY CHART

WAYPOINT IDENT	COLLOCATED VFR CHECKPOINT	LOCATION
VPACH	HOLLYWOOD BEACH	N26°00.92' / W080°06.93
VPEDY	ANDYTOWN TOLLGATE	N26°08.78' / W080°28.00
VPMBO	GULFSTREAM PARK	N25°58.57' W080°08.17'
VPOBA	PUMPING STATION	N26°28.30' / W080°26.75
VPRBI	_____	N25°50.67' / W080°55.18
VPRNL	RANGER STATION	N25°22.92' / W080°36.58

## NEW ORLEANS SECTIONAL CHART

VPGPT	_____	N30°25.95' / W089°05.62
VPLIP	PHILLIPS INLET	N30°16.23' / W085°59.25
VPMAI	_____	N30°50.02' / W084°56.63
VPMOB	_____	N30°23.00' / W088°31.72
VPRAM	_____	N30°18.95' / W089°35.88
VPRER	_____	N30°13.87' / W085°20.67
VPRIV	_____	N30°54.85' / W087°57.82
VPSAW	_____	N30°49.65' / W089°07.42
VPTHR	_____	N30°19.93' / W087°08.50

## NEW YORK HELICOPTER CHART

VPJAY	_____	N40°59.00' / W073°07.00
VPLYD	_____	N40°57.37' / W073°29.59
VPROK	_____	N40°52.70' / W073°44.24

## PHOENIX TERMINAL AREA CHART/FLYWAY CHART

VPALL	ALLENVILLE	N33°20.97' / W112°35.20
VPAQU	AQUEDUCT PUMPING STATION	N33°40.05' / W112°41.38
VPARM	ARROWHEAD MALL	N33°38.52' / W112°13.48
VPAWG	AHWATUKEE GOLF COURSE	N33°19.98' / W111°59.08
VPAZM	ARIZONA MILLS	N33°23.43' / W111°57.88
VPBAR	BARTLETT DAM	N33°49.10' / W111°37.92
VPCCC	COUNTRY CLUB & CANAL	N33°30.73' / W111°50.37
VPCNL	CANAL	N33°33.23' / W111°46.89
VPFRB	FIREBIRD LAKE	N33°16.35' / W111°58.10
VPFTN	FOUNTAIN HILLS	N33°36.12' / W111°42.72
VPGLX	GILA CROSSING	N33°16.55' / W112°10.08
VPGPP	GLENDALE POWER PLANT	N33°33.27' / W112°13.00
VPMAR	MARICOPA	N33°03.42' / W112°02.88
VPMHS	MESQUITE HIGH SCHOOL	N33°20.53' / W111°49.58
VPNRV	NEW RIVER	N33°55.08' / W112°08.45
VPNTT	NORTH TEST TRACK	N33°03.50' / W111°55.83
VPPIR	PIR	N33°22.52' / W112°18.90
VPQTR	QUINTERO GOLF COURSE	N33°49.53' / W112°23.58
VPRVC	RIO VERDE COMMUNITY	N33°44.37' / W111°39.62
VPSMC	SOUTH MOUNTAIN COLLEGE	N33°23.02' / W112°02.12
VPSQP	SQUAW PEAK	N33°32.83' / W112°01.27
VPSSS	SUPERSTITION SPRINGS MALL	N33°23.50' / W111°41.37
VPSTN	SANTAN MOUNTAINS	N33°09.23' / W111°40.92
VPSTT	SOUTH TEST TRACK	N32°56.25' / W111°59.67
VPZZZ	_____	N33°20.18' / W111°26.53

## ST LOUIS TERMINAL AREA CHART/FLYWAY CHART

VPAGN	TV ANTENNA	N38°32.08' / W090°22.42
VPBPE	_____	N38°23.80' / W090°20.38
VPCJY	HOLIDAY SHORES	N38°55.00' / W089°56.00
VPCOJ	WINFIELD DAM	N39°00.28' / W090°41.23
VPDFA	JEFFERSON BARRACKS BRIDGE	N38°29.18' / W090°16.47
VPEAZ	BUSCH STADIUM	N38°37.43' / W090°11.55
VPEDZ	WATER TANKS	N38°45.30' / W090°34.87
VPEGR	GAS TANKS	N38°35.80' / W090°19.32
VPEOX	ST PETERS	N38°47.17' / W090°39.25

WAYPOINT IDENT	COLLOCATED VFR CHECKPOINT	LOCATION
VPFAI	HOWELL ISLAND	N38°40.00' / W090°43.00'
VPFFY	_____	N38°55.37' / W090°17.30'
VPGPF	_____	N38°35.60' / W090°26.92'
VPGVI	_____	N38°32.30' / W090°27.80'
VPHRQ	CHAIN OF ROCKS BRIDGE	N38°45.88' / W090°10.42'
VPIBO	WATERLOO	N38°20.00' / W090°09.00'
VPJMU	HORSESHOE LAKE	N38°41.00' / W090°05.00'
VPKNY	PACIFIC	N38°29.00' / W090°44.00'
VPLES	ST CHARLES	N38°47.00' / W090°30.00'
VPLIW	SIX FLAGS	N38°30.67' / W090°40.47'
VPLXU	GATEWAY ARCH	N38°37.50' / W090°11.00'
VPNSY	WOOD RIVER REFINERIES	N38°50.00' / W090°05.00'
VPNZY	WENTZVILLE	N38°48.83' / W090°50.98'
VPRAZ	JERSEYVILLE	N39°07.00' / W090°20.00'
VPRMO	FOREST PARK	N38°38.00' / W090°17.00'
VPWKO	COLUMBIA	N38°27.00' / W090°12.00'
VPXXI	MILLSTADT	N38°27.50' / W090°05.68'
VPYID	MOSENTHEIN ISLAND	N38°43.00' / W090°12.25'

## SALT LAKE CITY HELICOPTER CHART

VPAIR	SALTAIR	N40°44.85' / W112°11.22'
VPBEE	SOUTH INTERCHANGE	N40°38.18' / W111°54.23'
VPBRN	BARN	N40°54.28' / W112°10.15'
VPCAP	STATE CAPITOL	N40°46.67' / W111°53.25'
VPCHS	_____	N40°42.28' / W112°05.92'
VPCOP	BINGHAM COPPER MINE	N40°31.38' / W112°09.00'
VPCWY	CAUSEWAY	N41°05.37' / W112°07.17'
VPCYN	PARLEYS CANYON	N40°42.67' / W111°48.10'
VPFPC	FREE PORT CENTER	N41°05.92' / W112°02.27'
VPFPK	FRANCIS PEAK	N41°01.98' / W111°50.30'
VPGFS	GARFIELD STACK	N40°43.28' / W112°11.88'
VPHVE	SPAGHETTI BOWL	N40°43.50' / W111°54.22'
VPJRT	JORDAN RIVER TEMPLE	N40°35.02' / W111°55.58'
VPKSL	KSL ANTENNA	N40°46.80' / W112°05.80'
VPLGN	LAGOON AMUSEMENT PARK	N40°59.08' / W111°53.57'
VPMDH	MCKAY DEE HOSPITAL	N41°11.50' / W111°57.08'
VPMMT	MICROWAVE TOWERS	N40°48.50' / W111°53.37'
VPMSh	_____	N41°01.67' / W112°02.47'
VPNSL	_____	N40°50.15' / W111°54.90'
VPNTP	_____	N41°03.57' / W112°14.23'
VPOGE	GRAIN ELEVATOR	N41°13.13' / W112°00.45'
VPOPS	POWER STATION	N41°20.38' / W112°02.78'
VPPEP	STATE PRISON	N40°29.88' / W111°53.62'
VPPTT	PROMONTORY POINT	N41°12.28' / W112°25.73'
VPPTM	POINT OF THE MOUNTAIN	N40°27.42' / W111°54.83'
VPVVO	PROVO CANYON	N40°18.77' / W111°39.45'
VPRWY	_____	N40°48.48' / W112°00.33'
VPSLC	I-15/I-80 INTERCHANGE	N40°45.83' / W111°54.85'
VP TIP	SOUTH TIP	N40°50.93' / W112°10.92'
VPWBR	WEBER CANYON	N41°08.17' / W111°54.83'
VPWBT	_____	N40°38.00' / W112°03.33'

## SALT LAKE CITY TERMINAL AREA CHART/FLYWAY CHART

VPAIR	SALTAIR	N40°44.85' / W112°11.22'
VPBEE	SOUTH INTERCHANGE	N40°38.18' / W111°54.23'
VPBRN	BARN	N40°54.28' / W112°10.15'
VPCAP	STATE CAPITOL	N40°46.67' / W111°53.25'
VPCHS	_____	N40°42.28' / W112°05.92'
VPCOP	BINGHAM COPPER MINE	N40°31.38' / W112°09.00'
VPCVI	CENTERVILLE INTERCHANGE	N40°55.30' / W111°53.43'
VPCWY	CAUSEWAY	N41°05.37' / W112°07.17'
VPCYN	PARLEYS CANYON	N40°42.67' / W111°48.10'
VPFPC	FREE PORT CENTER	N41°05.92' / W112°02.27'
VPFPK	FRANCIS PEAK	N41°01.98' / W111°50.30'
VPGFS	GARFIELD STACK	N40°43.28' / W112°11.88'

418		VFR WAYPOINTS
WAYPOINT IDENT	COLLOCATED VFR CHECKPOINT	LOCATION
VPHVE	SPAGHETTI BOWL	N40°43.50' /W111°54.22
VPJRT	JORDAN RIVER TEMPLE	N40°35.02' /W111°55.58
VPKSL	KSL ANTENNA	N40°46.80' /W112°05.80
VPLGN	LAGOON AMUSEMENT PARK	N40°59.08' /W111°53.57
VPMDH	MCKAY DEE HOSPITAL	N41°11.50' /W111°57.08
VPMMT	MICROWAVE TOWERS	N40°48.50' /W111°53.37
VPMSH	_____	N41°01.67' /W112°02.47
VPNSL	_____	N40°50.15' /W111°54.90
VPNTP	_____	N41°03.57' /W112°14.23
VPOGE	GRAIN ELEVATOR	N41°13.13' /W112°00.45
VPOPS	POWER STATION	N41°20.38' /W112°02.78
VPPEN	STATE PRISON	N40°29.88' /W111°53.62
VPPPT	PROMONTORY POINT	N41°12.28' /W112°25.73
VPPTM	POINT OF THE MOUNTAIN	N40°27.42' /W111°54.83
VPPVO	PROVO CANYON	N40°18.77' /W111°39.45
VPRWY	_____	N40°48.48' /W112°00.33
VPSLC	I-15/I-80 INTERCHANGE	N40°45.83' /W111°54.85
VPTIP	SOUTH TIP	N40°50.93' /W112°10.92
VPUOU	U OF U EVENTS CENTER	N40°45.73' /W111°50.28
VPWBR	WEBER CANYON	N41°08.17' /W111°54.83
VPWBT	_____	N40°38.00' /W112°03.33
VPZOO	HOGLE ZOO	N40°45.00' /W111°48.95

## SAN DIEGO TERMINAL AREA CHART/FLYWAY CHART

VPLDP	DANA POINT	N33°27.62' /W117°42.87
VPLSP	SIGNAL PEAK	N33°36.33' /W117°48.63
VPOCN	_____	N33°14.15' /W117°26.63
VPSBC	BARONA CASINO	N32°56.25' /W116°52.60
VPSBL	_____	N33°05.18' /W117°18.55
VPSBM	BLACK MOUNTAIN	N32°58.87' /W117°07.00
VPSCF	_____	N32°48.55' /W117°09.17
VPSCM	COWLES MOUNTAIN	N32°48.72' /W117°01.97
VPSCP	CRYSTAL PIER	N32°47.77' /W117°15.42
VPSCR	_____	N32°39.37' /W117°07.30
VPSFB	IRON MOUNTAIN	N32°58.25' /W116°57.33
VPSLJ	LAKE JENNINGS	N32°51.53' /W116°53.28
VPSMB	_____	N32°45.57' /W117°12.22
VPSMP	_____	N33°22.70' /W117°36.75
VPSMS	MOUNT SOLEDAD	N32°50.40' /W117°15.10
VPSMV	_____	N32°45.75' /W117°09.80
VPSMW	MOUNT WOODSON	N33°00.52' /W116°58.23
VP SOP	OTAY MESA PRISON	N32°35.82' /W116°55.28
VP SOT	LOWER OTAY LAKE	N32°37.73' /W116°55.38
VP SPL	SOUTH POINT LOMA	N32°39.90' /W117°14.55
VP SPP	POWER PLANT	N33°08.25' /W117°20.23
VP SQS	QUALCOMM STADIUM	N32°46.98' /W117°07.23
VP SRT	DEL MAR RACE TRACK	N32°58.58' /W117°15.95
VP SSM	SAN MIGUEL MOUNTAIN	N32°41.78' /W116°56.18
VP SSV	SAN VICENTE ISLAND	N32°55.53' /W116°55.00
VP STP	TORREY PINES GOLF COURSE	N32°54.17' /W117°14.68
VP SVA	_____	N33°11.48' /W117°16.38

## SAN FRANCISCO SECTIONAL CHART

VPKBG	KINGSBURY GRADE	N38°58.75' /W119°53.20
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## SAN FRANCISCO TERMINAL AREA CHART/FLYWAY CHART

VPALT	ALTAMONT PASS	N37°44.35' /W121°35.42
VPANT	ANTIOCH BRIDGE	N38°01.45' /W121°45.02
VPBBR	BENICIA BRIDGE	N38°02.50' /W122°07.45
VPCAL	CALAVERAS RESERVOIR	N37°28.16' /W121°48.93
VPCBT	LAKE CHABOT	N37°43.68' /W122°06.94
VPCOY	COYOTE HILLS	N37°32.50' /W122°05.06
VPCQZ	CARQUINEZ BRIDGE	N38°03.66' /W122°13.52
VPCRL	_____	N37°11.00' /W121°41.06
VPCRY	CRYSTAL SPRINGS CAUSEWAY	N37°30.56' /W122°21.10

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WAYPOINT IDENT	COLLOCATED VFR CHECKPOINT	LOCATION
VPCSH	CAL STATE UNIVERSITY	N37°39.52' /W122°03.52'
VPDAM	DEL VALLE DAM	N37°36.91' /W121°44.78'
VPDLR		N37°07.00' /W121°47.06'
VPDUB	DUBLIN	N37°42.06' /W121°55.36'
VPEMB	EMBASSY SUITES	N37°26.05' /W121°53.83'
VPGGF	GOLDEN GATE FIELDS	N37°53.07' /W122°18.71'
VPGIL	GILROY	N37°01.37' /W121°33.99'
VPHHH	HAMILTON	N38°03.58' /W122°30.66'
VPKGO	KGO	N37°31.58' /W122°06.10'
VPLEX	LEXINGTON RESERVOIR	N37°11.66' /W121°59.18'
VPMD	MID-SPAN SAN MATEO BRIDGE	N37°36.28' /W122°11.81'
VP MOR	MORMON TEMPLE	N37°48.46' /W122°11.95'
VPNUM	NUMMI PLANT	N37°29.56' /W121°56.58'
VPPAC		N37°38.00' /W122°32.07'
VPPRU	PRUNEYARD	N37°17.33' /W121°56.01'
VPSAR	SARATOGA	N37°15.26' /W122°02.33'
VPSLA	SLAC/LINEAR ACCELERATOR	N37°24.75' /W122°14.35'
VPS TB	STINSON BEACH	N37°54.45' /W122°40.41'
VPSUN	SUNOL GOLF COURSE	N37°34.85' /W121°53.23'
VPUTC	U.T.C.	N37°13.93' /W121°41.35'
VPWAL	WALNUT CREEK	N37°53.78' /W122°04.30'
VPWAM		N37°30.28' /W122°10.00'
VPWFR	CEMENT PLANT	N37°30.88' /W122°12.26'

### TAMPA/ORLANDO TERMINAL AREA CHART/FLYWAY CHART

VPBOV		N27°57.00' /W080°46.75'
VPCNY		N28°30.00' /W080°45.00'
VPDAD	DADE CITY	N28°22.57' /W082°11.25'
VPDFI		N29°00.17' /W081°20.85'
VPDUT		N27°37.70' /W082°09.10'
VPEAR	CLEARWATER BEACH	N27°58.67' /W082°49.83'
VPFFU		N28°57.08' /W081°00.33'
VPGPE	ST PETE BEACH	N27°43.50' /W082°44.67'
VPHUC		N28°19.87' /W082°43.77'
VPKER	LAKE PARKER	N28°04.00' /W081°56.00'
VPLEV		N28°48.00' /W080°52.00'
VPLJA		N29°00.00' /W080°51.00'

### WASHINGTON SECTIONAL CHART

VSPACE		N38°07.82' /W076°48.75'
VPAXI		N38°34.57' /W076°20.38'
VPBRA		N36°13.75' /W076°08.08'
VPGCE		N36°03.90' /W076°36.42'
VPWZO		N36°00.87' /W075°40.07'



## VOR RECEIVER CHECKPOINTS AND VOR TEST FACILITIES (VOT)

The use of VOR airborne and ground checkpoints is explained in Aeronautical Information Manual, Basic Flight Information and ATC Procedures.

NOTE: Under columns headed "Type of Checkpoint" & "Type of VOT Facility" G stands for ground. A/ stands for airborne followed by figures (2300) or (1000–3000) indicating the altitudes above mean sea level at which the check should be conducted. Facilities are listed in alphabetical order, in the state where the checkpoints or VOTs are located.

### ARKANSAS

#### VOR RECEIVER CHECKPOINTS

Facility Name (Arpt Name)	Freq/Ident	Type Check Pt. Gnd. AB/ALT	Azimuth from Fac. Mag	Dist. from Fac. N.M.	Checkpoint Description
<b>Flippin</b> .....	112.8/FLP	A/1900	053	6.0	Over water tower at Mountain Home.
<b>Fort Smith</b> (Fort Smith Rgnl) .....	110.4/FSM	G	226	5.2	On runup area on twy to Rwy 25.
	110.4/FSM	G	232	6.2	On runup area on twy to Rwy 07.
<b>Gosnell</b> .....	111.8/GOJ	A/1700	105	7.3	Over railroad bridge at Armorer.
<b>Harrison</b> (Boone County) .....	112.5/HRO	G	135	4.4	At int of N/S and E/W twys by trml bldg.
<b>Jonesboro</b> (Jonesboro Muni) .....	108.6/JBR	G	227	3.9	On NE ramp in front of airline terminal.
<b>Little Rock</b> (Adams Field) .....	113.9/LIT	G	312	3.8	At intersection of Twys G and F. VOR gnd chk point unusable.
	113.9/LIT	G	310	4.1	On Twy L at Twy A.
<b>Pine Bluff</b> (Grider Field) .....	116.0/PBF	G	182	4.4	Center E/W twys front of twr.

### LOUISIANA

#### VOR RECEIVER CHECKPOINTS

Facility Name (Arpt Name)	Freq/Ident	Type Check Pt. Gnd. AB/ALT	Azimuth from Fac. Mag	Dist. from Fac. N.M.	Checkpoint Description
<b>Alexandria</b> (Alexandria Intl) .....	116.1/AEX	G	328	4.3	On runup Rwy 32.
<b>Baton Rouge</b> (Baton Rouge Metro, Ryan) ....	116.5/BTR	A/1500	063	7.2	Over water tank W side of arpt.
<b>Downtown</b> .....	108.6/DTN	A/1500	290	10.0	Over white water tower in factory complex.
<b>Downtown</b> (Shreveport Downtown) .....	108.6/DTN	G	278	.4	On NE side of Twy D by FBO parking area.
<b>Lafayette</b> (Lafayette Rgnl) .....	109.8/LFT	A/1000	343	22.1	Over rotating beacon at St Landry Parish–Ahart Field arpt.

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Facility Name (Arpt Name)	Freq/Ident	Type Check Pt. Gnd. AB/ALT	Azimuth from Fac. Mag	Dist. from Fac. N.M.	Checkpoint Description	
	109.8/LFT	G	355	0.5	On Twy F run up area Rwy 04L.	
	109.8/LFT	G	341	0.9	On Twy B run up area Rwy 11.	
	109.8/LFT	G	025	1.4	On Twy J run up area Rwy 22L.	
<b>Lake Charles</b> (Lake Charles Rgnl) .....	113.4/LCH	A/1000	253	6.2	Over rotg bcn on twr.	
<b>Monroe</b> (Monroe Rgnl) .....	117.2/MLU	G	212	0.7	On Twy G South of twr.	
<b>Natchez</b> (Concordia Parish) .....	110.0/HEZ	A/1000	247	10.5	Over hangar NW end of fld.	
<b>Polk</b> (Fort Polk AAF) .....	108.4/FXU	A/2000	167	4.5	Over water tower.	
<b>Reserve</b> (St John The Baptist Parish) .....	110.8 RQR	A/1500	270	16.8	Over center of bridge.	
<b>Tibby</b> (Houma–Terrebonne) .....	112.0/TBD	A/1000	117	10.7	Over intersection of Rwys 18–36 and 12–30.	
<b>Tibby</b> (Thibodaux Muni) .....	112.0/TBD	A/1000	353°	5.0	Over microwave twr near arpt.	

VOR TEST FACILITIES (VOT)

Facility Name (Airport Name)	Freq.	Type VOT Facility	Remarks
<b>New Orleans</b> (Lakefront) .....	111.0	A/G	Within 5 NM radius
<b>Shreveport Rgnl</b> .....	108.2	G	between 2000'–3000'.

MISSISSIPPI

VOR RECEIVER CHECKPOINTS

Facility Name (Arpt Name)	Freq/Ident	Type Check Pt. Gnd. AB/ALT	Azimuth from Fac. Mag	Dist. from Fac. N.M.	Checkpoint Description
<b>Caledonia</b> (Columbus AFB) .....	115.2/CBM	G	152	0.7	On S hammerhead.
		G	200	0.5	At base ops.
		G	298	1.5	On N hammerhead T–38 runup.
<b>Greenville</b> (Mid Delta Rgnl) .....	110.2/GLH	G	185	2.3	On North ramp.
<b>McComb</b> (McComb–Pike Co–John E Lewis Fld) .....	116.7/MCB	A/1400	234	13.3	Over hangar.
<b>Meridian</b> (Key Field) .....	117.0/MEI	G	127	4.0	On ramp in front of terminal building.
<b>Natchez</b> (Hardy–Anders Fld Natchez–Adams Co) .....	110.0/HEZ	G	143	0.5	On taxiway at apch end Rwy 31.

VOR TEST FACILITIES (VOT)

Facility Name (Airport Name)	Freq.	Type VOT Facility	Remarks
<b>Jackson–Evers Intl</b> .....	111.0	G	

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VOR RECEIVER CHECK  
OKLAHOMA

VOR RECEIVER CHECKPOINTS

Facility Name (Arprt Name)	Freq/Ident	Type Check Pt. Gnd. AB/ALT	Azimuth from Fac. Mag	Dist. from Fac. N.M.	Checkpoint Description
Ada .....	117.8/ADH	A/2000	036	5.8	Over railroad and east/west highway in center of town of Francis.
Ardmore (Ardmore Muni) .....	116.7/ADM	A/2000	045	8.4	Over red and white water tower W side of arprt.
Bartlesville (Bartlesville Muni) .....	117.9/BVO	G	166	4.5	On parallel twy opposite terminal. OTS indef.
Duncan (Halliburton Field) .....	111.0/DUC	G	327	5.8	At compass rose.
Enid (Vance AFB) .....	115.4/END	G	015	0.6	On zero runup pad Rwy 17C.
	115.4/END	G	143	0.8	On zero runup pad Rwy 35R.
	115.4/END	G	160	0.9	On zero runup pad Rwy 35C.
Glenpool (Richard Lloyd Jones Jr) .....	110.6/GNP	A/2500	348	7.2	Over intersection of rwy south Rwy 13 and Rwy 19R.
Hobart (Hobart Rgnl) .....	111.8/HBR	A/3500	343	8.7	Over grain elevator SE of city.
Lawton (Lawton-Fort Sill Rgnl) .....	109.4/LAW	G	349	4.6	On taxiway between terminal and Rwy 17-35.
McAlester (McAlester Rgnl) .....	112.0/MLC	G	350	2	At intersection of ramp and twy.
Okmulgee (Okmulgee Rgnl) .....	114.9/OKM	A/2200	279	10.2	Over intersection N/S railroad and E/W highway.
Ponca City (Ponca City Rgnl) .....	113.2/PER	G	89	2.9	At Apch end Rwy 17 on Twy A
	113.2/PER	G	107	3.2	At South of ramp on Twy A
Sayre (Sayre Muni) .....	115.2/SYO	A/3000	175	10.4	VOR ground receiver checkpoints unusable. Over rotating beacon.
Stillwater (Stillwater Rgnl) .....	108.4/SWO	G	176	4	At intersection of NW ramp and twy D.
Wiley Post (Wiley Post) .....	113.4/PWA	G	157	0.5	On runup pad to Rwy 35R.
	113.4/PWA	G	007	0.7	On runup area to Rqy 17L.
Will Rogers (Clarence E. Page Muni) .....	114.1/IRW	A/2900	297	12.8	Over apch end Rwy 35L.
Woodring (Enid Woodring Rgnl) .....	109.0/ODG	G	352	.5	On ramp W of terminal.

VOR TEST FACILITIES (VOT)

Facility Name (Airport Name)	Freq.	Type VOT Facility	Remarks
Oklahoma City (Will Rogers World) .....	108.8	A/G	Within 10 NM radius between 3000' and 5000' VOT unusable on Twy H and Rwy 17L-35R N of Twy H-2 and Twy E N of Twy E-2/E-3 junction.
Tulsa International .....	109.0	G	

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VOR RECEIVER CHECKPOINTS					
TEXAS					
VOR RECEIVER CHECKPOINTS					
Facility Name (Arpt Name)	Freq/Ident	Type Check Pt. Gnd. AB/ALT	Azimuth from Fac. Mag	Dist. from Fac. N.M.	Checkpoint Description
<b>Abilene</b> (Abilene Rgnl) .....	113.7/ABI	A/2800	047	10.1	Over silos in center of Ft Phantom Lake.
<b>Alice</b> (Alice International) .....	114.5/ALI	G	272	0.5	On twy near FBO.
<b>Beaumont</b> (Southeast Texas Reg) .....	114.5/BPT	G	309	0.8	On runup area for Rwy 12.
<b>Borger</b> (Hutchinson Co) .....	108.6/BGD	G	173	6.7	On twy intersection at N end of ramp.
<b>Brownsville</b> (Brownsville/South Padre Island Intl) .....	116.3/BRO	G	247	3.2	3.2 NM on hold line Rwy 13R.
<b>Brownwood</b> (Brownwood Rgnl) .....	108.6/BWD	A/2600	169	6.2	Over rotating bcn.
<b>Childress</b> (Childress Muni) .....	117.6/CDS	G	353	3.7	At intersection of edge of ramp at center twy.
<b>College Station</b> (Easterwood Field).....	113.3/CLL	G	097	3.2	On W edge of parking ramp.
<b>Corpus Christi</b> (Corpus Christi Intl).....	115.5/CRP	A/1100	187	9.3	Over Rwy 32 thld.
<b>Daisetta</b> (Liberty Muni).....	116.9/DAS	A/1200	195	7.5	Over hangar S of arpt.
<b>Dalhart</b> (Dalhart Muni) .....	112.0/DHT	A/5000	176	4.1	Over water tower on arpt.
<b>Eagle Lake</b> (Eagle Lake) .....	116.4/ELA	A/1200	180	4.1	Over water tank 0.4 NM SW of arpt.
<b>Fort Stockton</b> (Fort Stockton–Pecos County).....	116.9/FST	G	116	4.0	On ramp N of terminal building.
<b>Gray</b> (Skylark fld) .....	111.8/GRK	G	056	7.6	On NE runup area.
<b>Gregg Co</b> (East Texas Rgnl) .....	112.3/GGG	G	128	2.4	At N end of ramp on twy to Rwy 13.
<b>Humble</b> (George Bush Intercontinental/Houston).....	116.6/IAH	G	339	2.2	On runup pad Rwy 08.
<b>Laredo</b> (Laredo International) .....	117.4/LRD	G	313	4.1	On runup area of Twy F.
	117.4/LRD	G	318	4.8	On runup area of Twy A.
<b>Laughlin</b> (Del Rio Intl).....	114.4/DLF	A/2000	268	7.7	Over rotating bcn.
	114.4/DLF	G	198	.5	On ramp AER 31L.
	114.4/DLF	G	275	.9	On ramp AER 13R.
<b>Lubbock</b> .....	109.2/LBB	A/4500	053	4.5	Over water tank at intersection of railroad & road in New Deal.
<b>Lufkin</b> (Angelina County) .....	112.1/LFK	A/1300	331	4.6	Over rotating bcn.
<b>Marfa</b> (Marfa Muni) .....	115.9/MRF	A/6000	280	3.6	Over gray–white tank north edge of town.
<b>McAllen</b> (McAllen Miller Intl) .....	117.2/MFE	G	331	0.6	.6 NM on cargo ramp.
<b>Midland</b> .....	114.8/MAF	A/4000	224	11	Over Odessa water tank.
<b>Millsap</b> (Mineral Wells) .....	117.7/MQP	A/2000	329	6.0	Over spillway of lake N of Mineral Wells arpt.
<b>Paris</b> (Cox Fld) .....	113.6/PRX	G	348	5.6	At intersection of ramp and E/W twy.
<b>Pecos</b> .....	111.8/PEQ	A/3600	105	5.5	Over 419' transmission twr E of town of Pecos.
<b>Quitman</b> .....	114.0/UIM	A/1500	241	14.5	Over water tank in Alba.
<b>Randolph</b> (Randolph AFB) .....	112.3/RND	G	337	1.0	On AER 14R.
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Facility Name (Arpt Name)	Freq/Ident	Type Check Pt. Gnd. AB/ALT	Azimuth from Fac. Mag	Dist. from Fac. N.M.	Checkpoint Description
<b>Rocksprings</b> .....	111.2/RSG	A/3800	085	4.8	Over 2804' antenna S of Rocksprings.
<b>San Angelo</b> (San Angelo Rgnl/Mathis Field) .....	115.1/SJT	G	237	2.6	On E edge of ramp in front of atct.
<b>Scholes</b> (Galveston Intl—Scholes Fld) .....	113.0/VUH	G	138	.8	Taxiway/runup area East of Rwy 35 thld.
<b>Sinton</b> (Alfred C 'Bubba' Thomas) .....	115.5/CRP	A/1000	318	9.8	Over rotating bcn on arpt.
<b>Stinson</b> (Stinson Muni) .....	108.4/SSF	A/2000	337	5.0	Over atct.
<b>Sulphur Springs</b> .....	109.0/SLR	A/1600	223	7	Over projector booth and snackbar within outdoor theater.
<b>Temple</b> (Draughon–Miller Central Texas Rgnl) .....	110.4/TPL	G	160	3.6	At edge of ramp and twy in front of refueling office.
<b>Tyler</b> (Tyler Pounds Rgnl) .....	114.2/TYR	G	082	.5	At intersection twys D and H
<b>Victoria</b> (Victoria Rgnl) .....	109.0/VCT	G	128	3.2	At approach end of Rwy 12L.
<b>Wichita Falls</b> .....	112.7/SPS	A/2000	228	19.8	Over spillway at Lake Diversion.
<b>Wichita Falls</b> (Sheppard AFB/Wichita Falls Muni) .....	112.7/SPS	G	093	5.5	On Twy C runup area Rwy 33L.
	112.7/SPS	G	075	5.3	On Twy G AER 33R.
	112.7/SPS	G	064	5.2	On Twy K AER 15L.
	112.7/SPS	G	068	4.7	On Twy H runup area Rwy 15R.
<b>Wink</b> (Winkler County) .....	112.1/INK	A/3900	149	5.9	Over intersection of rwys 04–22 and 13–31.

## VOR TEST FACILITIES (VOT)

Facility Name (Airport Name)	Freq.	Type VOT Facility	Remarks
<b>Dallas Love Field</b> .....	113.3	A/G	Airborne, use within 10 NM radius of Dallas Love field between 2000' and 10000'.
<b>El Paso International</b> .....	111.0	G	Used for ground only. Unusable on the west side of hangers south of the intersection of Twy A and the centerline of Rwy 04–22.
<b>Fort Worth Meacham Intl</b> .....	108.2	G	Used for ground and airborne test. For airborne use within 10 NM radius of Fort Worth Meacham Intl clockwise fr 220°–310° between 2000' and 5700'.
<b>Houston</b> (William P. Hobby) .....	108.4	G	
<b>Midland Intl</b> .....	108.2	G	
<b>San Antonio International</b> .....	110.4	G	

The following tabulation lists all reported parachute jumping sites in the area of coverage of this directory. Unless otherwise indicated, all activities are conducted during daylight hours and under VFR conditions. The busiest periods of activity are normally on weekends and holidays, but jumps can be expected at anytime during the week at the locations listed. Jumps within restricted airspace are not listed.

All times are local and altitudes MSL unless otherwise specified.

Contact facility and frequency is listed at the end of the remarks, when available, in bold face type.

Refer to Federal Aviation Regulations Part 105 for required procedures relating to parachute jumping.

Organizations desiring listing of their jumping activities in this publication should contact the nearest FSS, tower or ARTCC.

Qualified parachute jumping sites will be depicted on the appropriate visual chart(s).

Note: (c) in this publication indicates that the parachute jump area is charted.

To qualify for charting, a jump area must meet the following criteria:

- (1) Been in operation for at least 1 year.
- (2) Operate year round (at least on weekends).
- (3) Log 4,000 or more jumps each year.

In addition, jump sites can be nominated by FAA Regions if special circumstances require charting.

LOCATION	DISTANCE AND RADIAL FROM NEAREST VOR/VORTAC	MAXIMUM ALTITUDE	REMARKS
<b>ARKANSAS</b>			
(c) <b>Blackjack Drop Zone</b> .....	33 NM; 009° Little Rock .....	3,000	Mon–Fri 0600–0200 and occasional weekends. Extensive activity, personnel and cargo, including instrument meteorological conditions drops.
<b>Camp Chaffee, Arrowhead Drop Zone</b> ....	6 NM; 160° Ft. Smith .....	3,000	Mon–Fri 0600–2300 and occasional weekends.
<b>Camp Robinson–All American Drop Zone</b>	15 NM; 332° Little Rock .....	3,000	Mon–Fri 0600–0200 and occasional weekends. Extensive activity, personnel and cargo, including instrument meteorological conditions drops.
<b>Conway Drop Zone</b> .....	24 NM; 334° Little Rock .....	12,500	0800–SS weekends and occasional weekdays.
(c) <b>Smith Field</b> .....	18 NM; 256° Razorback.....	15,000	5 NM radius. Fri–Mon 0700–0000.
<b>Texarkana</b> .....	9 NM; 160° Texarkana.....	13,000 AGL	0800–SS weekends and occasional weekdays
<b>LOUISIANA</b>			
(c) <b>Baton Rouge</b> .....	13NM; 060° Baton Rouge .....	13,000	Daily SR–SS
(c) <b>Belle Chasse</b> .....	2 NM; 054° Harvey.....	7,500	Daily SR–SS
<b>Bodcaw</b> .....	16 NM; 083° Shreveport .....	13,000	Daily SR–SS
(c) <b>Breaux Bridge, Bordelon Airpark</b> ....	9 NM; 042° Lafayette .....	12,000	Daily SR–SS
(c) <b>Mansfield, CE 'Rusty' Williams Arpt.</b>	22 NM; 196° Elm Grove .....	13,000	3 NM radius. Daily SR–SS
(c) <b>Opelousas, St Landry Parish—Ahart Fld</b> .....	25 NM; 340° Lafayette .....	11,500	3NM radius. Weekends 0700–1800
<b>Slidell Arpt</b> .....	13.8 NM; 195° Picayune .....	14,500 AGL	3 NM radius. Daily SR–SS. <b>Louis Armstrong New Orleans Intl Tower 133.15.</b>
<b>MISSISSIPPI</b>			
<b>Artesia, Carson Drop Zone</b> .....	11 NM; 188° Bigbee.....	2,000 AGL	Occasional use.
(c) <b>Batesville, Panola County Arpt</b> .....	26 NM; 220° Holly Springs .....	10,500 AGL	5 NM radius, Sat–Sun 0900–SS.
<b>Camp McCain Drop Zone</b> .....	31.9 NM; 067° Sidon .....	17,999	5 NM radius. Weekdays and weekends, occasional nights, seldom holidays.
<b>Coldwater, Coldwater Drop Zone</b> .....	20 NM; 170° Memphis .....	3,000	0600–2330 Mon–Fri and occasional weekends. Military use.
<b>Edwards, Kelly Drop Zone</b> .....	30 NM; 230° Jackson.....	2,000 AGL	Occasional use.
<b>Edwards, Noble Drop Zone</b> .....	31 NM; 225° Jackson.....	2,000 AGL	Occasional use.
<b>Grenada Drop Zone</b> .....	32.6 NM; 048° Sidon .....	17,999	5 NM radius. Weekends, occasional nights, seldom holidays.
<b>Magee Drop Zone</b> .....	50 NM; 148° Jackson.....	12,500	SR–SS weekends & holidays. Occasional use by National Guard.
<b>Rolling Fork, Wade Arpt</b> .....	32 NM; 180° Greenville .....	12,500	10 NM radius. SR–SS Daily.
<b>Strong</b> .....	6.5 NM; 289° Caledonia .....	12,500	Weekends and holidays SR–SS
<b>Terry, Windy Drop Zone</b> .....	28 NM; 190° Jackson .....	2,000 AGL	Occasional use.
<b>West Point, King Drop Zone</b> .....	7 NM; 305° Bigbee.....	2,000 AGL	Occasional use.

426 PARACHUTE JUMPING AREAS			
LOCATION	DISTANCE AND RADIAL FROM NEAREST VOR/VORTAC	MAXIMUM ALTITUDE	REMARKS
Yazoo City, Yazoo Co Arpt.....	27 NM; 322° Jackson.....	13,000	3 NM radius. 0900–SS weekends and holidays.
OKLAHOMA			
(c) Chickasha, Redhills Arpt.....	23 NM; 212° Will Rogers .....	12,000	1 NM radius. Daily SR–SS.
(c) Claremore, Sam Riggs Arpt.....	7.8 NM; 070° Tulsa.....	11,000	2 NM radius. Weekends, and holidays, SR–SS. Occasional weekday and night jumps.
(c) Cushing Muni.....	50 NM; 245° Tulsa.....	14,000	5 NM radius SR until 1 hour after SS daily.
(c) Eldorado, Sooner Drop Zone.....	22 NM; 247° Altus .....	12,500 AGL	1 NM radius, Mon–Fri 0700–0200 and occasional weekends. Heavy jet activity, IFR and VFR conditions.
(c) Goldsby, Paradise Air Haven Arpt .....	16 NM; 150° Will Rogers .....	17,000	3 NM radius. Continuous.
(c) Grandfield Muni.....	21 NM; 324° Wichita Falls .....	13,500	5 NM radius. SR–SS weekends and holidays; occasional weekdays.
(c) Hinton Muni Arpt.....	37 NM; 277° Will Rogers .....	16,000	3 NM radius. Weekends SR–SS.
(c) Hugo, Nash Muni Arpt .....	52 NM; 155° McAlester .....	13,000	3 NM radius. Daily SR–SS.
Ketchum Craig Co South Grand Lake Arpt.....	34 NM; 230° Neosho .....	12,000	1 NM radius. Daily 0530–2000.
Miami Muni Arpt.....	21 NM; 126° Oswego .....	13,000	3 NM radius. SR–SS daily.
Okmulgee Rgnl Arpt.....	4.3 NM; 241° Okmulgee .....	15,000	3 NM radius. Sat, Sun and holidays SR–SS.
(c) Skiatook .....	15 NM; 310° Tulsa.....	13,000	5 NM radius. Daily SR–SS, occasional ngts.
Tahlequah Muni.....	41 NM; 105° Tulsa.....	13,500	5 NM radius. Daily SR–SS.
TEXAS			
Abilene, Dyess AFB.....	4 NM; 170° Abilene.....	3,300	Daily SR–SS
Amarillo, Buffalo Fld.....	13.5 NM; 213° Panhandle.....	15,000	Daily SR–SS
(c) Anahuac, Chambers Co Arpt.....	14.5 NM; 013° Trinity.....	17,500	5 NM radius. Daily SR–SS. Occasional ngts.
(c) Beaumont Muni Arpt.....	12.5 NM; 297° Beaumont.....	15,000 AGL	0800–1 hour past SS, occasional ngts.
(c) Beeville .....	21 NM; 102° Three Rivers.....	12,500	0900–SS weekends, holidays and occasional weekdays.
(c) Brookshire, Sport Flyers (Pvt) Arpt..	22 NM, 052° Eagle Lake .....	12,000	3 NM radius. Daily 1500–0045.
(c) Bryan, Coulter Fld .....	8 NM; 026° College Station.....	13,500	5 NM radius. Daily SR–SS, occasional ngts, occasional weekdays Wed–Fri. <b>Houston Center 120.4</b>
(c) Caddo Mills.....	29 NM; 176° Bonham.....	15,000	Fri–Sun dalgt hrs, 0600–2100 during summer. UNICOM 122.8/Fort Worth Center 132.02.
Camp Bullis .....	6.5 NM; 305° San Antonio .....	2,500 AGL	2 NM radius. Continuous.
(c) Camp Swift, Blackwell Drop Zone....	15 NM; 119° Centex.....	1,500 AGL	Daily, occasional ngts.
Dumas, Moore Co Arpt.....	29 NM; 106° Dalhart.....	13,700	3 NM radius. SR–2359 weekends and holidays, 1700–2359 weekdays.
Ennis Muni Arpt.....	24 NM; 285° Cedar Creek .....	12,000	3 NM radius, Sat–Sun, Holidays
(c) Fentress Airpark.....	38.7 NM; 193° Centex.....	14,000	5 NM radius. Weekends SS–SR. Occasional weekdays and ngt jumps. <b>Austin–Bergstrom Intl Tower 119.0</b>
(c) Gladewater Muni Arpt .....	14 NM; 295° Gregg Co .....	14,000	3 NM radius. 0700–2200 daily.
(c) Hitchcock, Johnnie Volk Fld .....	8.5 NM; 302° Scholes .....	12,500 AGL	1 NM radius 0800–SS daily.
(c) Killeen, Ft. Hood, Antelope Drop Zone.....	14.5 NM; 087° Gooch Springs...	13,000 AGL	Continuous
(c) Killeen, Ft. Hood, Rapido Drop Zone.....	25 NM; 053° Gooch Springs.....	13,000 AGL	0.5 NM radius. Continuous.

LOCATION	DISTANCE AND RADIAL FROM NEAREST VOR/VORTAC	MAXIMUM ALTITUDE	REMARKS
(c) Kingsville, Kleberg Co Arpt .....	11.5 NM; 175° Alice.....	12,500	Weekdays, 1200–SS; Sat, Sun, holidays 0700–SS
(c) Lexington Airfield (Pvt) Arpt.....	30 NM; 238° College Station.....	15,500	2 NM radius, Daily SR–Midnight.
(c) Midlake Arpt.....	7 NM; 084° Stinson .....	15,000	1 NM radius. Daily SR–SS and occasional ngts.
(c) Nome, Farm Air Service (Pvt) Arpt...	21 NM; 278° Beaumont .....	13,500	3 NM radius. Sat, Sun and holidays, SR–SS.
(c) Port Isabel-Cameron Co Arpt .....	15 NM; 357° Brownsville .....	15,500	1 NM radius. Daily SR–SS. <b>Houston Center 119.5</b>
(c) Rhome, Rhome Meadows Arpt.....	24 NM; 307° Ranger .....	11,500	2 NM radius. SR–SS Thu–Mon
(c) Rosharon, B&B Airpark (Pvt) Arpt ...	20 NM; 205° Hobby.....	15,000	2 NM radius. 1200–0200 daily.
(c) Salado Arpt .....	15.5 NM; 114° Gray .....	15,000 AGL	5 NM radius. Continuous.
Seagoville Arpt .....	30.3 NM; 115° Maverick.....	13,000	SR–SS weekends and holidays and occasional days.
(c) Stanton Muni .....	21 NM; 051° Midland .....	14,500	5 NM radius. SR–SS weekends and holidays.
Stephenville, Clark Fld Muni .....	15.5 NM; 279° Glen Rose .....	13,000	5 NM radius. SR–SS weekends and holidays. <b>Ft. Worth Center 127.15</b>
Terrell Muni Arpt .....	32 NM; 349° Cedar Creek .....	13,500	2 NM radius. SR–SS weekends and holidays, occasional weekdays.
(c) Trenton, Tri–Co Aerodrome .....	8.6 NM; 230° Bonham.....	14,500	2 NM radius. Daily 0800–2200. Hi–density jump area, pilots are advised to monitor UNICOM 123.075.
(c) Waller, Skydive Houston (Pvt) Arpt...	18.9 NM, 151° Navasota .....	24,000 AGL	3 NM radius, continuous.



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The purpose of this bulletin is to provide major changes in aeronautical information that have occurred since the last publication date of each Sectional Aeronautical, VFR Terminal Area, and Helicopter Route Charts listed. The general policy is to include only those changes to controlled airspace and special use airspace that present a hazardous condition or impose a restriction on the pilot, and major changes to airports and radio navigational facilities, thereby providing the VFR pilot with the essential data necessary to update and maintain chart currency. The data is grouped by type and then by effective date. When a new edition of the Aeronautical Chart is published, the corrective tabulation will be removed from this bulletin. Inasmuch as this Bulletin provides major changes only, pilots should consult the airport listing in this directory for all new information. Users of U.S. World Aeronautical Charts (WAC) and U.S. Gulf Coast VFR Aeronautical Charts should consult the appropriate Sectional and VFR Terminal Area Charts for revisions.

Military Training Routes (MTRs) are shown on Sectional Aeronautical Charts, VFR Terminal Area, and Helicopter Route Charts. Only the route centerline, direction of flight and the route designator are shown — route widths and altitudes are not shown. Since these routes are subject to change every 56 days and the charts are reissued generally every 6 months, routes with a change in the alignment of the charted route centerline will be listed in this Aeronautical Chart Bulletin below. You are advised to contact the nearest FSS for route dimensions and current status for those routes affecting your flight.

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## ALBUQUERQUE SECTIONAL

### 85th Edition, 6 May 2010

#### OBSTRUCTIONS

**3 Jun 2010** Change obst from 7115' MSL (245' AGL) to 7240' MSL (306' AGL) UC, 35°29'06"N, 107°39'56"W.

**29 Jul 2010** Add obst 3904' MSL (600' AGL) UC, 33°34'12"N, 101°59'21"W.

**23 Sep 2010** Add obst 3917' MSL (360' AGL) UC, 33°31'46"N, 102°30'13"W.

#### AIRPORTS

**3 Jun 2010 – 23 Sep 2010** No Major Changes.

#### NAVAIDS

**3 Jun 2010 – 23 Sep 2010** No Major Changes.

#### AIRSPACE

**3 Jun 2010** Revise DUMAS, TX Class E: That airspace extending upward from 700 feet above the surface within a 6.8-mile radius of Moore County Airport and within 1.9 miles each side of the 023° bearing from the airport extending from the 6.8-mile radius to 8.9 miles northeast of the airport, and within 4 miles each side of the 203° bearing from the airport extending from the 6.8-mile radius to 11.2 miles southwest of the airport.

**29 Jul 2010** No Major Changes

**23 Sep 2010** Revise DUMAS, TX Class E: That airspace extending upward from 700 feet above the surface within a 6.8-mile radius of Moore County Airport and within 1.9 miles each side of the 023 bearing from the airport extending from the 6.8-mile radius to 8.9 miles northeast of the airport, and within 4 miles each side of the 203 bearing from the airport extending from the 6.8-mile radius to 11.2 miles southwest of the airport.

#### SPECIAL USE AIRSPACE

**3 Jun 2010 – 23 Sep 2010** No Major Changes.

#### MILITARY TRAINING ROUTES

**3 Jun 2010 – 29 Jul 2010** No Major Changes.

**23 Sep 2010** IR-180 Revised  
IR-128 Revised.

#### MISCELLANEOUS

**3 Jun 2010 – 23 Sep 2010** No Major Changes.

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**BROWNSVILLE SECTIONAL****85th Edition, 3 Jun 2010****OBSTRUCTIONS****3 Jun 2010** No Major Changes.**29 Jul 2010** Add obst 1210'MSL (480'AGL) UC, 28°07'33"N, 100°00'06"W.**23 Sep 2010** Change windmill farm highest MSL from 1284'MSL to 1338'MSL, 27°32'12"N, 98°57'10"W.**AIRPORTS****3 Jun 2010 – 23 Sep 2010** No Major Changes.**NAVAIDS****3 Jun 2010 – 23 Sep 2010** No Major Changes.**AIRSPACE****3 Jun 2010 – 29 Jul 2010** No Major Changes.

**23 Sep 2010** Revise Corpus Christi, TX Class E: That airspace extending upward from 700 feet above the surface within a 7.5 mile radius of Corpus Christi International Airport and within 1.4 miles each side of the 200° radial of the Corpus Christi VORTAC extending from the 7.5 mile radius to 8.5 miles north of the airport, and within 1.5 miles each side of the 316° bearing from the airport extending from the 7.5 mile radius to 10.1 miles northwest of the airport, and within an 8.8-mile radius of Corpus Christi NAS/Truax Field, and within a 6.3-mile radius of Mustang Beach Airport, and within a 6.4-mile radius of T.P. McCampbell Airport, and within a 6.3-mile radius of Nueces County Airport, and within a 7.6-mile radius of Aransas County Airport, and within 2 miles each side of the 010° bearing from the Aransas County Airport extending from the 7.6 mile radius to 9.9 miles north of the airport, and within a 6.5-mile radius of San Jose Island Airport, and within 8 miles west and 4 miles east of the 327° bearing from the San Jose Island Airport extending from the airport to 20 miles northwest of the airport, and within 8 miles east and 4 miles west of the 147° bearing from the airport extending from the airport to 16 miles southeast of the airport, excluding that portion more than 12 miles from and parallel to the shoreline.

**SPECIAL USE AIRSPACE****3 Jun 2010 – 23 Sep 2010** No Major Changes.**MILITARY TRAINING ROUTES****3 Jun 2010 – 23 Sep 2010** No Major Changes.**MISCELLANEOUS****3 Jun 2010 – 29 Jul 2010** No Major Changes.**23 Sep 2010** Change MEF 1<sup>4</sup> to 1<sup>5</sup> in quadrant 27°30'–28°00'N, 98°30'–99°00'W.

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**CH–23 WORLD AERONAUTICAL CHART****41st Edition, 23 Sep 2010****OBSTRUCTIONS****23 Sep 2010** No Major Changes.**AIRPORTS****23 Sep 2010** Add WALDRON NOLF to Control Tower Frequencies: Operates 0730–SS Mon–Fri; Twr Freq 133.85, 236.825.**NAVAIDS****23 Sep 2010** No Major Changes.**AIRSPACE****23 Sep 2010** No Major Changes.**SPECIAL USE AIRSPACE****23 Sep 2010** No Major Changes.**MILITARY TRAINING ROUTES****23 Sep 2010** No Major Changes.**MISCELLANEOUS****23 Sep 2010** No Major Changes.

**DALLAS—FT. WORTH HELICOPTER ROUTE CHART****4th Edition, 16 Mar 2006****OBSTRUCTIONS**

- 13 Apr 2006** No Major Changes.  
**8 Jun 2006** Add obst 1049' MSL (318' AGL), 33°12'08"N, 96°48'14"W.  
**3 Aug 2006** No Major Changes.  
**28 Sep 2006** Add obst 975' MSL (470' AGL), 32°51'03"N, 96°35'30"W.  
**23 Nov 2006 – 15 Mar 2007** No Major Changes.  
**10 May 2007** Add obst 1046' MSL (470' AGL) UC, 33°07'51"N, 97°06'04"W.  
**5 Jul 2007** Add obst 1059' MSL (319' AGL), 32°37'08"N, 97°12'20"W.  
**30 Aug 2007 – 20 Nov 2008** No Major Changes.  
**15 Jan 2009** Add obst 947' MSL (300' AGL) UC, 33°06'56"N, 96°44'23"W.  
**12 Mar 2009** Add obst 1497' MSL (509' AGL) UC, 32°30'14"N, 97°31'48"W.  
**7 May 2009 – 22 Oct 2009** No Major Changes.  
**17 Dec 2009** Add obst 1297' MSL (320' AGL) UC, 33°07'42"N, 97°29'43"W.  
**11 Feb 2010** Add obst 1269' MSL (320' AGL) UC, 33°12'19"N, 97°30'13"W.  
**8 Apr 2010 – 23 Sep 2010** No Major Changes.

**AIRPORTS**

- 13 Apr 2006 – 8 Jun 2006** No Major Changes.  
**3 Aug 2006** Delete TURBOMECA heliport, 32°41'54"N, 97°02'59"W.  
Delete TRIPLE S arpt, 32°40'30"N, 97°34'54"W.  
**28 Sep 2006** Delete CARROLL arpt 32°33'25"N, 96°51'56"W.  
**23 Nov 2006** No Major Changes.  
**18 Jan 2007** Add Arlington ATCT 128.625, 32°39'49"N, 97°05'39"W.  
**15 Mar 2007** Delete Craig Airport, 32°55'00"N, 97°11'01"W.  
**10 May 2007** No Major Changes.  
**5 Jul 2007** Change Dallas Executive ATCT frequencies from 120.3 to 127.25, and from 257.8 to 335.6.  
Add CTAF freq. 122.9 at PROPWASH arpt., 33°04'50"N, 97°21'32"W.  
Change CTAF freq. 123.075 to 128.625 at ARLINGTON MUNI arpt, 32°39'49"N, 97°05'39"W.  
**30 Aug 2007** Delete ALPINE RANGE arpt, 32°36'27"N, 97°14'31"W.  
Delete BOE-WRINKLE arpt, 32°54'17"N, 97°35'42"W.  
Delete CARROLL LAKE-VIEW arpt, 32°27'45"N, 97°06'51"W.  
Delete CIRCLE C arpt, 32°53'45"N, 97°17'16"W.  
Delete EISENBECK arpt, 32°29'08"N, 96°35'20"W.  
Delete FLYING CAP VALLEY arpt, 32°56'11"N, 97°08'07"W.  
Delete INTERNATIONAL arpt, 32°56'55"N, 97°19'44"W.  
Delete MARKUM arpt, 32°41'42"N, 97°30'42"W.  
Delete MILLER arpt, 32°34'30"N, 97°05'13"W.  
Delete RED ACE arpt, 33°14'30"N, 97°37'16"W.  
**25 Oct 2007** Change CTAF freq. 120.3 to 127.25 at DALLAS EXECUTIVE arpt, 32°40'51"N, 96°52'05"W.  
Add CTAF 122.9 at Heritage Creek arpt, 33°10'7"N, 97°29'3"W.  
**20 Dec 2007 – 2 Jul 2009** No Major Changes.  
**27 Aug 2009** Delete SAGINAW arpt, 32°51'45"N, 97°22'41"W.  
**22 Oct 2009 – 23 Sep 2010** No Major Changes.

**NAVAIDS**

- 13 Apr 2006** No Major Changes.  
**8 Jun 2006** Add LANCASTER NDB, freq. 239, ident (LNC), 32°34'39"N, 96°43'17"W.  
**3 Aug 2006 – 5 Jul 2007** No Major Changes.  
**30 Aug 2007** Delete REDBIRD NDB, 32°40'36"N, 96°52'15"W.  
**25 Oct 2007 – 23 Sep 2010** No Major Changes.

**AIRSPACE**

- 13 Apr 2006 – 27 Aug 2009** No Major Changes.  
**22 Oct 2009** Add FORT WORTH SPINKS, TX. Class D: That airspace extending upward from the surface up to but not including 3,000 feet MSL within a 4.1-mile radius of Fort Worth Spinks Airport, and within 1 mile each side of the 173° bearing from the airport extending from the 4.1-mile radius to 4.8 miles south of the airport. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Airport/Facility Directory.  
**17 Dec 2009** Add ARLINGTON, TX Class D: That airspace extending upward from the surface, to but not including 2,000 feet MSL within a 4-mile radius of Arlington Municipal Airport, excluding the portion east of a line between 32°43'48"N, 97°05'06"W, and 32°38'10"N, 97°3'26"W, and 32°36'16"N, 97°03'31"W, and excluding that airspace within the Dallas/Fort Worth, TX, Class B airspace area. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Airport/Facility Directory.

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Add GRAND PRAIRIE, TX Class D: That airspace extending upward from the surface, to but not including 2,000 feet MSL within a 3.8-mile radius of Grand Prairie Municipal Airport, excluding the portion west of a line between 32°45'00"N, 97°05'28"W, and 32°38'10"N, 97°03'26"W, and excluding that portion north of a line between 32°45'00"N, 97°05'28"W, and 32°45'00"N, 97°00'10"W, and excluding that airspace within the Dallas/Fort Worth, TX Class B airspace area. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Airport/Facility Directory.

**11 Feb 2010 – 23 Sep 2010** No Major Changes.

**SPECIAL USE AIRSPACE**

**13 Apr 2006 – 23 Sep 2010** No Major Changes.

**MILITARY TRAINING ROUTES**

**13 Apr 2006 – 23 Sep 2010** No Major Changes.

**MISCELLANEOUS**

**13 Apr 2006** Change MEF 1<sup>4</sup> to 1<sup>5</sup> in quadrant 33°15'–33°30'N, 96°15'–96°30'W.

**6 Jun 2006 – 23 Sep 2010** No Major Changes.

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**DALLAS–FT. WORTH SECTIONAL****85th Edition, 23 Sep 2010****OBSTRUCTIONS**

**23 Sep 2010** No Major Changes.

**AIRPORTS**

**23 Sep 2010** No Major Changes.

**NAVAIDS**

**23 Sep 2010** No Major Changes.

**AIRSPACE**

**23 Sep 2010** No Major Changes.

**SPECIAL USE AIRSPACE**

**23 Sep 2010** No Major Changes.

**MILITARY TRAINING ROUTES**

**23 Sep 2010** No Major Changes.

**MISCELLANEOUS**

**23 Sep 2010** No Major Changes.

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**DALLAS FT. WORTH TERMINAL AREA CHART**  
**76th Edition, 23 Sep 2010**

**OBSTRUCTIONS**

**23 Sep 2010** No Major Changes.

**AIRPORTS**

**23 Sep 2010** No Major Changes.

**NAVAIDS**

**23 Sep 2010** No Major Changes.

**AIRSPACE**

**23 Sep 2010** No Major Changes.

**SPECIAL USE AIRSPACE**

**23 Sep 2010** No Major Changes.

**MILITARY TRAINING ROUTES**

**23 Sep 2010** No Major Changes.

**MISCELLANEOUS**

**23 Sep 2010** No Major Changes.

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**EL PASO SECTIONAL**  
**85th Edition, 29 Jul 2010**

**OBSTRUCTIONS**

**29 Jul 2010 – 23 Sep 2010** No Major Changes.

**AIRPORTS**

**29 Jul 2010 – 23 Sep 2010** No Major Changes.

**NAVAIDS**

**29 Jul 2010 – 23 Sep 2010** No Major Changes.

**AIRSPACE**

**29 Jul 2010 – 23 Sep 2010** No Major Changes.

**SPECIAL USE AIRSPACE**

**29 Jul 2010 – 23 Sep 2010** No Major Changes.

**MILITARY TRAINING ROUTES**

**29 Jul 2010 – 23 Sep 2010** No Major Changes.

**MISCELLANEOUS**

**29 Jul 2010 – 23 Sep 2010** No Major Changes.

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## HOUSTON HELICOPTER ROUTE CHART

### 6th Edition, 13 Mar 2008

**OBSTRUCTIONS**

**10 Apr 2008** Add obst 630' MSL (542' AGL) UC, 29°46'57"N, 95°32'44"W.

Add obst 454' MSL (307' AGL), 30°01'10"N, 95°35'57"W.

**5 Jun 2008 – 20 Nov 2008** No Major Changes.

**15 Jan 2009** Add obst 575' MSL (500' AGL), 29°50'37"N, 95°24'30"W.

**12 Mar 2009** No Major Changes.

**7 May 2009** Add obst 405' MSL (387' AGL) UC, 29°34'00"N, 95°03'45"W.

**2 Jul 2009** No Major Changes.

**27 Aug 2009** Add obst 341' MSL (309' AGL), 29°22'30"N, 95°15'857"W.

**22 Oct 2009** Add obst 2013' MSL (2000' AGL) UC, 29°18'01"N, 95°06'40"W.

**17 Dec 2009 – 11 Feb 2010** No Major Changes.

**8 Apr 2010** Add obst 374' MSL (342' AGL) UC, 29°42'13"N, 95°15'03"W.

**3 Jun 2010** No Major Changes.

**29 Jul 2010** Add obst 605' MSL (482' AGL) UC, 30°13'41"N, 95°09'47"W.

**23 Sep 2010** Add obst 351' MSL (320' AGL) UC, 29°48'03"N, 95°01'53"W.

**AIRPORTS**

**10 Apr 2008** Delete TEXAS MEDICAL CENTER heliport, 29°42'26"N, 95°23'33"W.

**5 Jun 2008** No Major Changes.

**31 Jul 2008** Change CTAF 122.8 to 122.9 at FLYIN' B arpt, 29°32'15"N, 95°25'25"W.

**25 Sep 2008 – 7 May 2009** No Major Changes.

**2 Jul 2009** Delete SKYHAVEN arpt, 29°50'00"N, 95°08'54"W.

**27 Aug 2009 – 23 Sep 2010** No Major Changes.

**NAVAIDS**

**10 Apr 2008 – 23 Sep 2010** No Major Changes.

**AIRSPACE**

**10 Apr 2008 – 7 May 2009** No Major Changes.

**2 Jul 2009** Add CONROE, TX. Class D: That airspace extending upward from the surface to and including 2,700 feet MSL within a 4.1-mile radius of Lone Star Executive Airport, excluding that airspace within the 4.1-mile radius northeast of the intersection of the IAH VORTAC 356° radial and the TNV VORTAC 081° radial. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

Add CONROE, TX. Class E: That airspace extending upward from the surface to and including 2,700 feet MSL within a 4.1-mile radius of Lone Star Executive Airport, excluding that airspace within the 4.1-mile radius northeast of the intersection of the IAH VORTAC 356° radial and the TNV VORTAC 081° radial. This Class E airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

**27 Aug 2009 – 23 Sep 2010** No Major Changes.

**SPECIAL USE AIRSPACE**

**10 Apr 2008 – 23 Sep 2010** No Major Changes.

**MILITARY TRAINING ROUTES**

**10 Apr 2008 – 23 Sep 2010** No Major Changes.

**MISCELLANEOUS**

**10 Apr 2008 – 23 Sep 2010** No Major Changes.

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**HOUSTON SECTIONAL**  
**86th Edition, 23 Sep 2010**

**OBSTRUCTIONS**

**23 Sep 2010** No Major Changes.

**AIRPORTS**

**23 Sep 2010** No Major Changes.

**NAVAIDs**

**23 Sep 2010** No Major Changes.

**AIRSPACE**

**23 Sep 2010** No Major Changes.

**SPECIAL USE AIRSPACE**

**23 Sep 2010** No Major Changes.

**MILITARY TRAINING ROUTES**

**23 Sep 2010** No Major Changes.

**MISCELLANEOUS**

**23 Sep 2010** No Major Changes.

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**HOUSTON TERMINAL AREA CHART**  
**74th Edition, 23 Sep 2010**

**OBSTRUCTIONS**

**23 Sep 2010** No Major Changes.

**AIRPORTS**

**23 Sep 2010** No Major Changes.

**NAVAIDs**

**23 Sep 2010** No Major Changes.

**AIRSPACE**

**23 Sep 2010** No Major Changes.

**SPECIAL USE AIRSPACE**

**23 Sep 2010** No Major Changes.

**MILITARY TRAINING ROUTES**

**23 Sep 2010** No Major Changes.

**MISCELLANEOUS**

**23 Sep 2010** No Major Changes.

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**IFR GULF OF MEXICO CENTRAL****1st Edition, 17 Dec 2009****OBSTRUCTIONS****17 Dec 2009 – 23 Sep 2010** No Major Changes.**AIRPORTS****17 Dec 2009 – 23 Sep 2010** No Major Changes.**NAVAIDS****17 Dec 2009 – 23 Sep 2010** No Major Changes.**AIRSPACE****17 Dec 2009 – 23 Sep 2010** No Major Changes.**SPECIAL USE AIRSPACE****17 Dec 2009 – 3 Jun 2010** No Major Changes.**29 Jul 2010** Delete W-453.

Add W-148A Beginning at N29 36' 11"- W088 01' 30" to N28 51' 21"- W088 01' 30" to N29 00' 57"- W88 36'10" to N29 08' 46" - W088 45' 36" THEN 12NM FROM AND PARALLEL TO THE SHORELINE to N29 24' 25.0' - W088 54' 05.0' THEN 12NM FROM AND PARALLEL TO THE CHANDELEUR ISLANDS to N29 41' 20"-W088 38'33" TO THE POINT OF BEGINNING. Altitude: Surface to but not including 6000MSL; Time of Use: INTERMITTENT, DAYS, Other Times by NOTAM; Weather: VFR-IFR, Controlling Agency: ZHU CNTR/FSS.

Add W-148B Beginning at N29 36' 11"- W088 01' 30" to N28 51' 21"- W088 01' 30" to N29 00' 57"- W88 36'10" to N29 08' 46" - W088 45' 36" THEN 12NM FROM AND PARALLEL TO THE SHORELINE to N29 24' 25.0' - W088 54' 05.0' THEN 12NM FROM AND PARALLEL TO THE CHANDELEUR ISLANDS to N29 41' 20"-W088 38'33" TO THE POINT OF BEGINNING. Altitude: 6000MSL to FL600; Time of Use: INTERMITTENT, DAYS, Other Times by NOTAM; Weather: VFR-IFR; Controlling Agency: ZHU CNTR/FSS.

Add W453A Beginning at N30 09'16" - W88 01' 30" to N29 36' 11"-W088 01' 30.0" to N29 42' 51" - W088 49' 30"W Then 3 NM FROM AND PARALLEL TO THE CHANDELEUR ISLANDS to N30 06' 01" - W088 51' 00" to N30 11' 01.0' W088 41' 40.0' THEN 3 NM FROM AND PARALLEL TO THE SHORELINE TO THE POINT OF BEGINNING, Altitude: Surface to but not including 6000 MSL; Time of Use: Intermittent, DAYS, Other Times by NOTAM; Weather: VFR-IFR; Controlling Agency: ZMA CNTR/FSS.

Add W-453B Beginning at N30 09'16" - W88 01' 30" to N29 36' 11"-W088 01' 30.0" to N29 42' 51" - W088 49' 30"W Then 3 NM FROM AND PARALLEL TO THE CHANDELEUR ISLANDS to N30 06' 01" - W088 51' 00" to N30 06' 01" to N30 11' 01.0' W088 41' 40.0' THEN 3 NM FROM AND PARALLEL TO THE SHORELINE TO THE POINT OF BEGINNING, Altitude: 6000 MSL to FL600; Time of Use: Intermittent, DAYS, Other Times by NOTAM; Weather: VFR-IFR, Controlling Agency: ZMA CNTR/FSS.

Add Snake MOA Beginning at N29 42' 51.0"-W088 49' 30" to N29 41' 20.0 - W088 38'33" THEN 12NM FROM AND PARALLEL TO THE SHORELINE to N29 24' 25"-W088 54'05.0" THEN 12NM FROM AND PARALLEL TO THE SHORELINE to N 29 08' 46" - W088 45' 36".0 to N29 34' 32" - W089 21' 26" to N29 50' 00" W089 15' 00" to N29 56' 15" - W089 09' 00" to N30 06' 00" - W088 51' 00" then 3NM OFFSHORE OF THE CHANDELEUR ISLANDS TO THE POINT OF BEGINNING. Altitude: 6000 MSL to but not including FL180, Time of Use: INTERMITTENT, DAYS, Other Times by NOTAM, Controlling Agency: ZHU CNTR/FSS.

Add Snake Low MOA Beginning at N29 42' 51.0"-W088 49' 30" to N29 41' 20.0 - W088 38'33" THEN 12NM FROM AND PARALLEL TO THE SHORELINE to N29 24' 25"-W088 54'05.0" THEN 12NM FROM AND PARALLEL TO THE SHORELINE to N 29 08' 46" - W088 45 36.0 to N29 34' 32" - W089 21' 26" to N29 50' 00" W089 15' 00" to N29 56' 15" - W089 09' 00" to N30 06' 00" - W088 51' 00" then 3NM OFFSHORE OF THE CHANDELEUR ISLANDS TO THE POINT OF BEGINNING. Altitude: 3000MSL to but not including 6000MSL Time of Use: INTERMITTENT, DAYS, Other Times by NOTAM, Controlling Agency: ZHU CNTR/FSS.

**23 Sep 2010** No Major Changes.**MILITARY TRAINING ROUTES****17 Dec 2009 – 23 Sep 2010** No Major Changes.**MISCELLANEOUS****17 Dec 2009** No Major Changes.**11 Feb 2010** Delete BUEKR Waypoint N 29°45' W 91°50'.**8 Apr 2010 – 3 Jun 2010** No Major Changes.**29 Jul 2010** 29 JUL 2010 Delete HOUSTON VERMILLION 120.35 RCAG Site N28 34' 00"- W92 27' 00".**23 Sep 2010** No Major Changes.

**IFR GULF OF MEXICO WEST****1st Edition, 17 Dec 2009****OBSTRUCTIONS****17 Dec 2009 – 23 Sep 2010** No Major Changes.**AIRPORTS****17 Dec 2009 – 3 Jun 2010** No Major Changes.**29 Jul 2010** Change Brenham Muni (11R) to N30 13°10.8" - W096 22°27.85".**23 Sep 2010** No Major Changes.**NAVAIDS****17 Dec 2009 – 11 Feb 2010** No Major Changes.**8 Apr 2010** Delete BRENHAM (BNH) NDB 30°13'20.6"N, 96°22'24.6"W.**29 Jul 2010 – 23 Sep 2010** No Major Changes.**AIRSPACE****17 Dec 2009 – 23 Sep 2010** No Major Changes.**SPECIAL USE AIRSPACE****17 Dec 2009 – 23 Sep 2010** No Major Changes.**MILITARY TRAINING ROUTES****17 Dec 2009 – 23 Sep 2010** No Major Changes.**MISCELLANEOUS****17 Dec 2009 – 11 Feb 2010** No Major Changes.**8 Apr 2010** Change Name SAITA to SARITA at HOUSTON RCAG 27°13'16"N, 97°47'56"W.**3 Jun 2010** No Major Changes.**29 Jul 2010** Delete HOUSTON VERMILLION 120.35 RCAG Site N28 34°00" - W92 27°00".**23 Sep 2010** Add South Padre Island AWOS-3 118.375 N26 04°15.96" - W097 27°84".**KANSAS CITY SECTIONAL****84th Edition, 3 Jun 2010****OBSTRUCTIONS****3 Jun 2010** No Major Changes.**29 Jul 2010** Add obst 1620' MSL (262' AGL) UC, 36°13'15"N, 93°08'16"W.

Add obst 1067' MSL (265' AGL), 39°51'35"N, 93°12'24"W.

Add obst 1119' MSL (310' AGL), 39°59'44"N, 92°10'38"W.

Add obst 1180' MSL (260' AGL), 37°58'22"N, 91°13'24"W.

Add obst 1334' MSL (425' AGL) UC, 38°53'11"N, 95°02'12"W.

**23 Sep 2010** Add obst 941' MSL (278' AGL) UC, 39°23'30"N, 89°51'46"W.

Add obst 1244' MSL (404' AGL), 38°09'08"N, 93°39'44"W.

Add obst 1382' MSL (310' AGL) UC, 39°11'25"N, 96°02'41"W.

Add obst 1279' MSL (260' AGL), 37°53'42"N, 92°05'34"W.

Add obst 1050' MSL (215' AGL), 39°48'01"N, 92°23'59"W.

**AIRPORTS****3 Jun 2010** No Major Changes.**29 Jul 2010** AIR PARK SOUTH arpt closed, 37°03'34"N, 93°14'03"W.**23 Sep 2010** Delete ARRAS arpt, 39°20'17"N, 90°10'41"W.**NAVAIDS****3 Jun 2010** No Major Changes.**29 Jul 2010** Delete KENNETT NDB, 36°13'42"N, 90°02'21"W.**23 Sep 2010** Shutdown PITTSBURG NDB, 37°26'33"N, 94°43'36"W.**AIRSPACE****3 Jun 2010 – 23 Sep 2010** No Major Changes.**SPECIAL USE AIRSPACE****3 Jun 2010 – 23 Sep 2010** No Major Changes.**MILITARY TRAINING ROUTES****3 Jun 2010 – 23 Sep 2010** No Major Changes.**MISCELLANEOUS****3 Jun 2010 – 23 Sep 2010** No Major Changes.

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**MEMPHIS SECTIONAL**  
**85th Edition, 23 Sep 2010**

**OBSTRUCTIONS**

**23 Sep 2010** No Major Changes.

**AIRPORTS**

**23 Sep 2010** No Major Changes.

**NAVAIDs**

**23 Sep 2010** No Major Changes.

**AIRSPACE**

**23 Sep 2010** No Major Changes.

**SPECIAL USE AIRSPACE**

**23 Sep 2010** No Major Changes.

**MILITARY TRAINING ROUTES**

**23 Sep 2010** No Major Changes.

**MISCELLANEOUS**

**23 Sep 2010** No Major Changes.

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**MEMPHIS TERMINAL AREA CHART**  
**43rd Edition, 23 Sep 2010**

**OBSTRUCTIONS**

**23 Sep 2010** No Major Changes.

**AIRPORTS**

**23 Sep 2010** No Major Changes.

**NAVAIDs**

**23 Sep 2010** No Major Changes.

**AIRSPACE**

**23 Sep 2010** No Major Changes.

**SPECIAL USE AIRSPACE**

**23 Sep 2010** No Major Changes.

**MILITARY TRAINING ROUTES**

**23 Sep 2010** No Major Changes.

**MISCELLANEOUS**

**23 Sep 2010** No Major Changes.

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**NEW ORLEANS SECTIONAL**  
**86th Edition, 3 Jun 2010****OBSTRUCTIONS****3 Jun 2010** No Major Changes.**29 Jul 2010** Add obst 429' MSL (310' AGL), 31°34'24"N, 87°57'06"W.

Add obst 670' MSL (310' AGL), 32°02'25"N, 85°24'42"W.

Add obst 328' MSL (210' AGL), 31°26'25"N, 88°09'19"W.

Add obst 393' MSL (259' AGL), 31°02'34"N, 84°48'11"W.

Add obst 627' MSL (349' AGL), 32°11'34"N, 87°38'49"W.

**23 Sep 2010** Add obst 603' MSL (260' AGL), 32°06'42"N, 87°46'49"W.

Add obst 459' MSL (257' AGL) UC, 31°46'12"N, 88°12'19"W.

Add obst 429' MSL (310' AGL) UC, 32°13'17"N, 88°08'52"W.

Add obst 281' MSL (258' AGL), 30°19'23"N, 85°35'43"W.

Add obst 328' MSL (290' AGL) UC, 30°37'43"N, 88°26'25"W.

Add obst 640' MSL (257' AGL), 31°44'38"N, 86°25'20"W.

Add obst 436' MSL (315' AGL), 31°03'21"N, 89°44'52"W.

Add obst 753' MSL (310' AGL), 31°58'34"N, 90°15'53"W.

**AIRPORTS****3 Jun 2010 – 29 Jul 2010** No Major Changes.**23 Sep 2010** BRUNDIDGE arpt abandoned, 31°43'58"N, 85°48'15"W.**NAVAIDS****3 Jun 2010 – 23 Sep 2010** No Major Changes.**AIRSPACE****3 Jun 2010 – 23 Sep 2010** No Major Changes.**SPECIAL USE AIRSPACE****3 Jun 2010** No Major Changes.**29 Jul 2010** Add Gulfport, MS MOA-SNAKE beginning at 29°42'51"N, 88°49'30"W to 29°41'20"N, 88°38'33"W then 12 NM from and parallel to the shoreline to 29°24'25"N, 88°54'05"W then 12 NM from and parallel to the shoreline to 29°08'46"N, 88°45'36"W to 29°34'32"N, 89°21'26"W to 29°50'00"N, 89°15'00"W to 29°56'15"N, 89°09'00"W to 30°06'00"N, 88°51'00"W then 3 NM offshore of the Chandeleur Islands to the point of beginning. Altitude: 6000 MSL to but not including FL 180, Time of use intermittent: sunrise to sunset; other times by NOTAM. Controlling agency HOUSTON ARTCC.

Add Gulfport, MS MOA-SNAKE LOW beginning at 29°42'51"N, 88°49'30"W to 29°41'20"N, 88°38'33"W then 12 NM from and parallel to the shoreline to 29°24'25"N, 88°54'05"W then 12 NM from and parallel to the shoreline to 29°08'46"N, 88°45'36"W to 29°34'32"N, 89°21'26"W to 29°50'00"N, 89°15'00"W to 29°56'15"N, 89°09'00"W to 30°06'00"N, 88°51'00"W then 3 NM offshore of the Chandeleur Islands to the point of beginning. Altitude: 3000 MSL to but not including 6000 MSL Time of use: intermittent, sunrise to sunset; other times by NOTAM. Controlling agency HOUSTON ARTCC. Add Gulfport, MS W-148A beginning at 29°36'11"N, 88°01'30"W to 28°51'21"N, 88°01'30"W to 29°00'57"N, 88°36'10"W to 29°08'46"N, 88°45'36"W then 12 NM from and parallel to the shoreline. to 29°24'25"N, 88°54'05"W then 12 NM from and parallel to the Chandeleur Islands to 29°41'20"N, 88°38'33"W to the point of beginning. Altitude: surface to but not including 6000 MSL Time of use: intermittent, sunrise to sunset; other times by NOTAM. Controlling agency HOUSTON ARTCC.

Add Gulfport, MS W-148B beginning at 29°36'11"N, 88°01'30"W to 28°51'21"N, 88°01'30"W to 29°00'57"N, 88°36'10"W to 29°08'46"N, 88°45'36"W then 12 NM from and parallel to the shoreline to 29°24'25"N, 88°54'05"W then 12 NM from and parallel to the Chandeleur Islands to 29°41'20"N, 88°38'33"W to the point of beginning. Altitude: 6000 MSL to FL 600 time of use intermittent, sunrise to sunset; other times by NOTAM. Controlling agency HOUSTON ARTCC.

Delete Gulfport, MS W-453. Add Gulfport, MS W-453A beginning at 30°09'16"N, 88°01'30"W to 29°36'11"N, 88°01'30"W to 29°42'51"N, 88°49'30"W then 3 nm from and parallel to the Chandeleur Islands to 30°06'01"N, 88°51'00"W to 30°11'01"N, 88°41'40"W then 3 NM from and parallel to the shoreline to point of beginning. Altitude: surface to but not including 6000 MSL time of use intermittent, sunrise to sunset; other times by NOTAM. Controlling agency HOUSTON ARTCC.

Add Gulfport, MS. W-453B beginning at 30°09'16"N, 88°01'30"W to 29°36'11"N, 88°01'30"W to 29°42'51"N, 88°49'30"W then 3 NM from and parallel to Chandeleur Islands to 30°06'01"N, 88°51'00"W to 30°11'01"N, 88°41'40"W then 3 NM from and parallel to the shoreline to the point of beginning. Altitude: 6000 MSL to FL 600 time of use intermittent, sunrise to sunset; other times by NOTAM. Controlling agency HOUSTON ARTCC.

**23 Sep 2010** No Major Changes.**MILITARY TRAINING ROUTES****3 Jun 2010 – 23 Sep 2010** No Major Changes.**MISCELLANEOUS****3 Jun 2010 – 23 Sep 2010** No Major Changes.

## NEW ORLEANS TERMINAL AREA CHART

### 71st Edition, 3 Jun 2010

**OBSTRUCTIONS****3 Jun 2010 – 23 Sep 2010** No Major Changes.**AIRPORTS****3 Jun 2010 – 23 Sep 2010** No Major Changes.**NAVAIDS****3 Jun 2010 – 23 Sep 2010** No Major Changes.**AIRSPACE****3 Jun 2010 – 23 Sep 2010** No Major Changes.**SPECIAL USE AIRSPACE****3 Jun 2010 – 23 Sep 2010** No Major Changes.**MILITARY TRAINING ROUTES****3 Jun 2010 – 23 Sep 2010** No Major Changes.**MISCELLANEOUS****3 Jun 2010 – 23 Sep 2010** No Major Changes.

## ST. LOUIS SECTIONAL

### 82nd Edition, 1 Jul 2010

**OBSTRUCTIONS****29 Jul 2010** Add obst 1022' MSL (308' AGL) UC, 39°38'13"N, 87°04'56"W.

Add obst 883' MSL (383' AGL) UC, 37°21'47"N, 87°30'56"W.

Add obst 1386' MSL (255' AGL) UC, 37°10'17"N, 84°34'39"W.

Add obst 990' MSL (258' AGL) UC, 39°53'39"N, 88°43'31"W.

Add obst 848' MSL (260' AGL) UC, 38°50'53"N, 90°47'56"W.

**23 Sep 2010** Add obst 1088' MSL (299' AGL), 38°48'58"N, 84°46'53"W.

Add obst 941' MSL (278' AGL) UC, 39°23'29"N, 89°51'46"W.

Add obst 876' MSL (258' AGL) UC, 39°32'44"N, 89°09'24"W.

Add obst 1109' MSL (310' AGL) UC, 38°50'24"N, 85°29'50"W.

Add obst 835' MSL (290' AGL) UC, 36°34'39"N, 87°08'32"W.

Add obst 2115' MSL (265' AGL) UC, 36°08'04"N, 85°04'08"W.

Add obst 972' MSL (255' AGL), 37°42'39"N, 86°31'35"W.

Add obst 1049' MSL (255' AGL), 37°06'16"N, 85°26'55"W.

**AIRPORTS****29 Jul 2010** Change CTAF 122.9 to 122.8 at CYNTHIANA-HARRISON CO arpt 38°21'58"N, 84°17'00"W.**23 Sep 2010** Delete CAREFERRE ACRES arpt, 39°10'59"N, 87°07'34"W.

Delete ARRAS RLA arpt, 39°20'17"N, 90°10'41"W.

Change CTAF 122.8 to 123.05 at ALEXANDRIA arpt, 40°13'57"N, 85°38'15"W.

Change CTAF 122.8 to 122.9 at CYNTHIANA-HARRISON CO arpt, 38°21'58"N, 84°17'00"W.

**NAVAIDS****29 Jul 2010** Delete DYERSBURG NDB, 35°59'42"N, 89°24'20"W.**23 Sep 2010** Delete NORTH VERNON NDB, 39°02'59"N, 85°36'03"W.

Delete GENEVA NDB, 37°48'11"N, 87°46'14"W.

**AIRSPACE****29 Jul 2010** Revise MARION, IL Class E: That airspace extending upward from 700 feet above the surface bounded by a line beginning at lat. 37°53'40" N., long. 88°48'35" W.; to lat. 37°56'25" N., long. 89°02'40" W.; to lat. 37°58'45" N., long. 89°20'25" W.; to lat. 37°47'25" N., long. 89°26'00" W.; to lat. 37°42'10" N., long. 89°24'00" W.; to lat. 37°40'46" N., long. 89°20'17" W.; to lat. 37°34'56" N., long. 89°20'25" W.; to lat. 37°34'48" N., long. 89°10'21" W.; to lat. 37°37'05" N., long. 89°10'18" W.; to lat. 37°32'50" N., long. 88°59'00" W.; to lat. 37°42'35" N., long. 88°52'15" W.; to the point of beginning.

Revise MANILA, AR Class E: That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of Manila Municipal Airport.

**23 Sep 2010** No Major Changes.**SPECIAL USE AIRSPACE****29 Jul 2010** No Major Changes.**23 Sep 2010** Add SULLIVAN, IN. Restricted Area, R-3405. Beginning at 39°07'41"N, 87°22'02"W; to 39°07'41"N, 87°21'29"W; to 39°07'39"N, 87°21'29"W; to 39°07'39"N, 87°21'26"W; to 39°07'41"N, 87°21'25"W; to 39°07'41"N, 87°21'12"W; to 39°07'00"N, 87°21'08"W; to 39°07'00"N, 87°21'46"W; to 39°06'36"N, 87°21'47"W; to 39°06'36"N, 87°22'03"W; to the point of beginning. Designated altitudes. Surface up to and including 1,600 feet MSL. Times of Designation. By NOTAM 24 hours in advance.

Controlling Agency. FAA, Terre Haute ATCT.

Revise CRANE, IN. Restricted Area R-3404. That airspace within a 1 NM radius of 38°49'30"N, 86°50'08"W. Designated altitudes. Surface to and including 4,100 feet MSL. Time of designation. Sunrise to sunset, daily from May 1 through and including November 1. Other times by NOTAM 24 hours in advance. Controlling agency. FAA, Terre Haute ATCT.

**MILITARY TRAINING ROUTES****29 Jul 2010 – 23 Sep 2010** No Major Changes.**MISCELLANEOUS****29 Jul 2010 – 23 Sep 2010** No Major Changes.

## SAN ANTONIO SECTIONAL

### 85th Edition, 6 May 2010

#### OBSTRUCTIONS

**3 Jun 2010** No Major Changes.

**29 Jul 2010** Add obst 1950' MSL (300' AGL) UC, 31°30'06"N, 99°43'08"W.

Add obst 1210' MSL (480' AGL) UC, 28°07'33"N, 100°00'06"W.

**23 Sep 2010** Add obst 578' MSL (300' AGL), 29°17'22"N, 97°34'14"W.

Add obst 1120' MSL (500' AGL), 31°21'21"N, 97°13'57"W.

Add obst 1156' MSL (683' AGL) UC, 30°15'53"N, 97°44'40"W.

Add obst 1430' MSL (320' AGL), 29°20'37"N, 100°33'44"W.

#### AIRPORTS

**3 Jun 2010** No Major Changes.

**29 Jul 2010** Change CTAF 122.9 to 122.975 at AUSTIN EXECUTIVE arpt, 30°23'50"N, 97°33'59"W.

Add CTAF freq. 122.8 at HORSESHOE BAY RESORT arpt, 30°31'37"N, 98°21'32"W.

**23 Sep 2010** Add CTAF 123.0 at CANNON arpt, 29°12'58"N, 98°32'58"W.

Delete SHORELINE arpt, 30°25'43"N, 97°58'14"W.

#### NAVAIDS

**3 Jun 2010 – 29 Jul 2010** No Major Changes.

**23 Sep 2010** Delete HORSESHOE BAY NDB, 30°31'24"N, 98°21'28"W.

#### AIRSPACE

**3 Jun 2010** Revise GEORGETOWN, TX Class E: That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Georgetown Municipal Airport, and within 2.5 miles each side of the 359° bearing from the Georgetown NDB extending from the 6.5-mile radius to 7.4 miles north of the airport, and within 2.2 miles each side of the 301° bearing from the airport extending from the 6.5-mile radius to 9.7 miles northwest of the airport, and within 2 miles each side of the 003° bearing from the airport extending from the 6.5-mile radius to 10.3 miles north of the airport.

Revise LLANO, TX Class E: That airspace extending upward from 700 feet above the surface within a 6.5-mile radius of Llano Municipal Airport and within 4 miles each side of the 359° bearing from the airport extending from the 6.5-mile radius to 13.5 miles north of the airport.

Revise LAMPASAS, TX Class E: That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of Lampasas Airport, and within 4 miles each side of the 171° bearing from the airport extending from the 6.4-mile radius to 11.9 miles south of the airport.

Revise KILLEEN, TX Class E: That airspace extending upward from 700 feet above the surface within a 7.6-mile radius of Robert Gray AAF and within a 6.3-mile radius of Hood AAF and within 1.8 miles each side of the 037° radial of the Gray VOR/DME extending from the 7.6-mile radius to 14.6 miles northeast of the airfield, and within 1.8 miles each side of the 217° radial of the Gray VOR/DME extending from the 7.6-mile radius to 14.6 miles southwest of the airfield, and within 1.7 miles each side of the 064° radial of the Gray VOR/DME extending from the 7.6-mile radius to 13.9 miles northeast of the airfield, and within 1.7 miles each side of the 244° radial of the Gray VOR/DME extending from the 7.6-mile radius to 13.9 miles southwest of the airfield, and within 2 miles each side of the 150° bearing from Robert Gray AAF extending from the 7.6-mile radius to 11.6 miles southeast of the airfield, and within 2 miles each side of the 339° bearing from Robert Gray AAF extending from the 7.6-mile radius to 10.3 miles north of the airfield, and within a 6.5-mile radius of Skylark Field Airport and within 4 miles each side of the 197° bearing from the Skylark Field Airport extending from the 6.5-mile radius to 9.6 miles south of the airport and within 2.1 miles each side of the 197° bearing from the Irish LOM extending from the 6.5-mile radius to 10.1 miles south of the airport.

**23 Sep 2010** Revise CORPUS CHRISTI, TX Class E: That airspace extending upward from 700 feet above the surface within a 7.5 mile radius of Corpus Christi International Airport and within 1.4 miles each side of the 200° radial of the Corpus Christi VORTAC extending from the 7.5 mile radius to 8.5 miles north of the airport, and within 1.5 miles each side of the 316° bearing from the airport extending from the 7.5 mile radius to 10.1 miles northwest of the airport, and within an 8.8-mile radius of Corpus Christi NAS/Trux Field, and within a 6.3-mile radius of Mustang Beach Airport, and within a 6.4-mile radius of T.P. McCampbell Airport, and within a 6.3-mile radius of Nueces County Airport, and within a 7.6-mile radius of Aransas County Airport, and within 2 miles each side of the 010° bearing from the Aransas County Airport extending from the 7.6 mile radius to 9.9 miles north of the airport, and within a 6.5-mile radius of San Jose Island Airport, and within 8 miles west and 4 miles east of the 327° bearing from the San Jose Island Airport extending from the airport to 20 miles northwest of the airport, and within 8 miles east and 4 miles west of the 147° bearing from the airport extending from the airport to 16 miles southeast of the airport, excluding that portion more than 12 miles from and parallel to the shoreline.

Revise AUSTIN, TX Class E: That airspace extending upward from 700 feet above the surface within a 14-mile radius of the Point of Origin, (30°17'55"N, 97°42'06"W), and within a 6.4-mile radius of Lakeway Airpark, and within a 6.4-mile radius of Lago Vista-Rusty Allen Airport, and within a 6.5-mile radius of Austin Executive Airport, and within 2 miles each side of the 132° bearing from Austin Executive Airport extending from the 6.5-mile radius to 10.4 miles southeast of the airport, and within 2 miles each side of the 311° bearing from Austin Executive Airport extending from the 6.5-mile radius to 11.2 miles northwest of the airport.

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Revise HAMILTON, TX Class E: That airspace extending upward from 700 feet above the surface within a 6.4-mile radius of Hamilton Municipal Airport, and within 3.7 miles each side of the 009° bearing from the airport extending from the 6.4-mile radius to 8.6 miles north of the airport, and within 4 miles each side of the 189° bearing from the airport extending from the 6.4-mile radius to 9.6 miles south of the airport, and within 8 miles east and 4 miles west of the 170° bearing from the Hamilton NDB extending from the NDB to 16 miles south of the NDB.

Revise SAN MARCOS, TX Class D: That airspace extending upward from the surface to and including 3,100 feet MSL within a 4.2-mile radius of San Marcos Municipal Airport, and within 1 mile each side of the 313° bearing from the airport extending from the 4.2-mile radius to 4.6 miles northwest of the airport. This Class D airspace area is effective during the specific dates and times established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Airport/Facility Directory.

**29 Jul 2010** No Major Changes.

**SPECIAL USE AIRSPACE**

**3 Jun 2010 – 23 Sep 2010** No Major Changes.

**MILITARY TRAINING ROUTES**

**3 Jun 2010 – 23 Sep 2010** No Major Changes.

**MISCELLANEOUS**

**3 Jun 2010 – 23 Sep 2010** No Major Changes.

**U.S. GULF COAST VFR CHART**

**24th Edition 22 Oct 2009**

**OBSTRUCTIONS**

**22 Oct 2009 – 23 Sep 2010** No Major Changes.

**AIRPORTS**

**22 Oct 2009 – 23 Sep 2010** No Major Changes.

**NAVAIDS**

**22 Oct 2009 – 23 Sep 2010** No Major Changes.

**AIRSPACE**

**22 Oct 2009 – 17 Dec 2009** No Major Changes.

**11 Feb 2010** Add LCHCB IFR Waypoint, 29°31'39"N, 93°00'00"W.

Add LCHLB IFR Waypoint, 29°32'11"N, 93°20'00"W.

Add LCHRB IFR Waypoint, 29°31'04"N, 92°40'00"W.

Add LLACB IFR Waypoint, 29°30'31"N, 92°00'00"W.

Add LLALB IFR Waypoint, 29°30'49"N, 92°20'00"W.

Add LLARB IFR Waypoint, 29°30'10"N, 91°43'49"W.

**8 Apr 2010 – 23 Sep 2010** No Major Changes.

**SPECIAL USE AIRSPACE**

**22 Oct 2009 – 23 Sep 2010** No Major Changes.

**MILITARY TRAINING ROUTES**

**22 Oct 2009 – 23 Sep 2010** No Major Changes.

**MISCELLANEOUS**

**22 Oct 2009 – 23 Sep 2010** No Major Changes.

**WICHITA SECTIONAL**

**85th Edition, 29 Jul 2010**

**OBSTRUCTIONS**

**29 Jul 2010** No Major Changes.

**23 Sep 2010** Add obst 3260' MSL (498' AGL) UC, 40°13'14"N, 100°55'00"W.

**AIRPORTS**

**29 Jul 2010 – 23 Sep 2010** No Major Changes.

**NAVAIDS**

**29 Jul 2010 – 23 Sep 2010** No Major Changes.

**AIRSPACE**

**29 Jul 2010** No Major Changes.

**23 Sep 2010** Add SYRACUSE, KS Class E: That airspace extending upward from 700 feet above the surface within a 7.3-mile radius of Syracuse-Hamilton County Municipal Airport.

**SPECIAL USE AIRSPACE**

**29 Jul 2010 – 23 Sep 2010** No Major Changes.

**MILITARY TRAINING ROUTES**

**29 Jul 2010 – 23 Sep 2010** No Major Changes.

**MISCELLANEOUS**

**29 Jul 2010 – 23 Sep 2010** No Major Changes.

## SUPPLEMENTAL COMMUNICATION REFERENCE

Contained within this tabulation, and listed alphabetically by airport name, are all private-use airports charted on the U.S. IFR Enroute Low and High Altitude charts in the United States, having terminal approach and departure control facilities. Additionally, listed by country, are all Canadian and Mexican airports that appear on the U.S. IFR Enroute charts with approach and departure control services. All frequencies transmit and receive unless otherwise noted. Radials defining sectors are outbound from the facility.

## UNITED STATES

FACILITY NAME	CHART & PANEL
<b>Frankfort, IL (LL4Ø)</b> Chicago App/Dep Con 133.1 285.6	L-28H
<b>Glasgow Industrial, MT (Ø7MT)</b> Salt Lake Center App/Dep Con 126.85 305.2	H-1E, 2F, L-13D
<b>USAF Academy Bullseye Aux Airstrip, CO (CØ9Ø)</b> ASOS 118.325	L-10F
<b>West Kentucky Airpark, KY (5KY3)</b> Memphis Center App/Dep Con 133.65 292.15	L-16I
<b>William P Gwinn, FL (Ø6FA)</b> Gwinn Tower 120.4 279.25 (Mon-Fri 1300-2100Z±) Gnd Con 121.65 279.25	H-8I, L-23C

## CANADA

FACILITY NAME	CHART & PANEL
<b>Abbotsford, BC (CYXX)</b> ATIS 119.8 (1500-Ø700Z±) Victoria Trml App/Dep Con 132.7 (Avbl on ground) 290.8 Tower 119.4 (Inner) 121.0 (Outer) 295.0 (1500-Ø700Z±) Gnd Con 121.8 MF 119.4 295.0 (Ø700-1500Z±) (Shape irregular to 4500')	H-1B, L-12F
<b>Amos/Magny, QC (CYEY)</b> Montreal Center App/Dep Con 125.9	H-11B
<b>Atikokan Muni, ON (CYIB)</b> MF 122.3 (5 NM to 4500' No ground station)	L-14I
<b>Barrie-Drillia (Lake Simcoe Rgnl), ON (CYLS)</b> AWOS 122.55 (Pvt) Toronto Center App/Dep Con 124.025	H-11B, L-31D
<b>Bar River, ON (CPF2)</b> Toronto Center App/Dep Con 132.65	L-31C
<b>Bathurst, NB (CZBF)</b> Moncton Center App/Dep Con 134.25	L-32J
<b>Boundary Bay, BC (CZBB)</b> ATIS 125.5 (1500-Ø700Z±) Vancouver App/Dep Con 132.3 363.8 Tower 118.1 (Inner) 127.6 (Outer) (1500-Ø700Z±) Gnd Con 124.3 MF 118.1 (Ø700-1500Z± to 2000'. Vancouver Trml 125.2 above 2000'. Shape irregular to 2500').	H-1B, L-1E
<b>Brampton, ON (CNC3)</b> Toronto Trml App/Dep Con 119.3 253.1	L-31D
<b>Brandon Muni, MB (CYBR)</b> Winnipeg Center App/Dep Con 132.25 285.4 MF 122.1 (5 NM to 4000')	H-2H
<b>Brantford, ON (CYFD)</b> Toronto Trml App/Dep Con 128.27	L-31D
<b>Brockville-Thousand Islands Rgnl Tackaberry, ON (CNL3)</b> Montreal Center App/Dep Con 134.675	L-32G
<b>Bromont, QC (CZBM)</b> Montreal Center App/Dep Con 132.35 MF 122.15 (5 NM to 3400')	L-32G
<b>Burlington Airpark, ON (CZBA)</b> Toronto Center App/Dep Con 119.3 253.1	L-31D
<b>Castlegar/West Kootenay Rgnl, BC (CYCG)</b> Vancouver Center App/Dep Con 134.2 227.3 MF 122.1 (5 NM to 6500')	H-1C
<b>Centralia/James T. Fld Muni, ON (CYCE)</b> Toronto Center App/Dep Con 135.30	H-10G, 11B, L-31D
<b>Charlottetown, PE (CYYG)</b> Moncton Center App/Dep Con 135.65 384.8 MF 118.0 (5 NM to 3200')	H-11E, L-32J
<b>Chatham-Kent, ON (CNZ3)</b> Cleveland Center App/Dep Con 132.25	H-10G, L-30G



FACILITY NAME	CHART & PANEL
<b>Collingwood, ON</b> (CNY3) Toronto Center App/Dep Con 124.02	H-11B, L-31D
<b>Cornwall Rgnl, ON</b> (CYCC) Boston Center App/Dep Con 135.25 377.1	L-32G
<b>Cranbrook/Canadian Rockies Intl, BC</b> (CYXC) Vancouver Center App/Dep Con 133.6 MF 122.3 (5 NM to 6100')	H-1C
<b>Debert, NS</b> (CCQ3) Halifax Trml App/Dep Con 119.2	H-11E, L-32J
<b>Digby, NS</b> (CYID) Moncton Center App/Dep Con 123.9	L-32J
<b>Downsview, ON</b> (CYZD) Toronto Center App/Dep Con 133.4 MF 126.2 (1300-2300Z†, 3 NM to 1700')	H-11B, L-31E
<b>Drummondville, QC</b> (CSC3) Montreal Center App/Dep Con 132.35	L-32H
<b>Earlton (Timiskaming Rgnl), ON</b> (CYXR) MF 122.0 (5 NM to 3800') AWOS 128.6	H-11B
<b>Elliot Lake Muni, ON</b> (CYEL) Toronto Center App/Dep Con 135.4	L-31C
<b>Fort Frances Muni, ON</b> (CYAG) Minneapolis Center App/Dep Con 120.9	L-14H
<b>Fredericton Intl, NB</b> (CYFC) ATIS 127.55 (1045-0245Z†, OT AWOS) Moncton Center App/Dep Con 124.3 135.5 270.8 Tower 119.0 (1045-0245Z†) Gnd Con 121.7 (1045-0245Z†) MF 119.0 (0245-1045Z†, 5 NM to 3500')	H-11E, L-32J
<b>Goderich, ON</b> (CYGD) Toronto Center App/Dep 135.3 266.3	H-11B, L-31D
<b>Greenwood, NS</b> (CYZX) ATIS 128.85 244.3 (1100-0000Z†) App/Dep Con 120.6 335.9 Tower 119.5 126.2 236.6 324.3 Gnd Con 133.75 289.4 Clnc Del 128.025 283.9	H-11E, L-32J
<b>Grimsby Air Park, ON</b> (CNZ8) Toronto Trml App/Dep Con 128.27 268.75 Tower 125.0 308.475	L-31E
<b>Halifax/Shearwater, NS</b> (CYAW) ATIS 129.175 (Ltd hrs) App/Dep Con 119.2 MF Shearwater Advisory 119.0 126.2 340.2 360.2 (Ltd hrs) Gnd Con 121.7 250.1	H-11E, L-32J
<b>Halifax/Stanfield Intl, NS</b> (CYHZ) ATIS 121.0 Moncton Center App/Dep Con 118.7 119.2 128.55 135.3 363.8 Tower 118.4 236.6 Gnd Con 121.9 275.8 Clnc Del 123.95 Apron Advisory 122.125	H-11E, L-32J
<b>Hamilton, ON</b> (CYHM) ATIS 128.1 Toronto Trml App/Dep Con 128.27 268.75 Tower 119.7 125.0 Gnd Con 121.6	H-10H, 11B, L-11B
<b>Kingston, ON</b> (CYGK) Montreal Center App/Dep Con 135.05 398.4 (0400-1115Z†) MF 122.5 (1115-0400Z† 5 NM to 3300')	H-11C, L-31E, 32F
<b>Kitchener/Waterloo, ON</b> (CYKF) ATIS 125.1 (1200-0400Z†) Toronto Trml App/Dep Con 128.275 Waterloo Tower 126.0 118.55 (1200-0400Z†) Gnd Con 121.8 MF 126.0 (0400-1200Z† 5 NM to 4000')	H-11B, L-31D
<b>Lachute, QC</b> (CSE4) Montreal Center App Con 124.65 132.85 268.3 Montreal Center Dep Con 132.85 268.3	L-32G
<b>La Tuque, QC</b> (CYLQ) Montreal Center App/Dep Con 134.5	H-11C
<b>Langley, BC</b> (CYNJ) ATIS 124.5 (1630-0230Z, DT 1530-0330Z) Victoria Trml App/Dep Con 132.7 290.8 Tower 119.0 (1630-0230Z, DT 1530-0330Z) Gnd Con 121.9 MF 119.0 (0230-1630Z, DT 0330-1530Z 3 NM to 1900')	L-1E

FACILITY NAME	CHART & PANEL
<b>Leamington, ON</b> (CLM2) Cleveland Center App/Dep Con 132.45	L-30F
<b>Lethbridge, AB</b> (CYQL) ATIS 124.4 (1300-0545Z‡) Edmonton Center App/Dep Con 132.75 265.2 MF 121.0 (5 NM to 6000')	H-1D
<b>Lindsay, ON</b> (CNF4) Toronto Center App/Dep 134.25	L-31E, L-32F
<b>Liverpool/South Shore Rgnl, NS</b> (CYAU) Moncton Center App/Dep Con 123.9	L-32J
<b>London, ON</b> (CYXU) ATIS 127.8 (1120-0345Z‡) Toronto Center App/Dep 135.3 135.625 Tower 119.4 125.65 (1120-0345Z‡) Gnd Con 121.9 MF 119.4 (0345-1120Z‡ 5 NM to 3000')	H-10G, 11B, L-30G, 31D
<b>Manitowaning/Manitoulin East Muni, ON</b> (CYEM) Toronto Center App/Dep 135.4 260.9	L-31C
<b>Maniwaki, QC</b> (CYMW) Montreal Center App/Dep Con 126.57	L-32G
<b>Mascouche, QC</b> (CSK3) MF 122.35 (5 NM to 2500'. No gnd station. Excluding the portion S of the N shore of Riviere des Milles-Iles and 1 NM around Lac Agile Mascouche arpt.)	L-32G
<b>Medicine Hat, AB</b> (CYXH) AWOS 124.875 (0345-1245Z‡) MF 122.2 (1245-0345Z‡ 5 NM to 5400')	H-1D
<b>Midland/Huron, ON</b> (CYEE) Toronto Center App/Dep 124.025	L-31D
<b>Miramichi, NB</b> (CYCH) Moncton Center App/Dep Con 123.7	H-11E, L-32J
<b>Moncton/Greater Moncton Intl, NB</b> (CYQM) ATIS 128.65 App/Dep 124.4 Tower 120.8 236.6 Gnd Con 121.8 275.8 Apron Advisory 122.075	H-11E, L-32J
<b>Mont-Laurier, QC</b> (CSD4) Montreal Center App/Dep Con 126.57	L-32G
<b>Montreal Intl (Mirabel), QC</b> (CYMX) ATIS 125.7 Montreal Center App Con 124.65 132.85 268.3 Montreal Dep Con 132.85 268.3 MF 119.1 (7 NM shape irregular to 2000') VFR Advisory 134.15	H-11C, 12K, L-32G
<b>Montreal/Pierre Elliott Trudeau Intl, QC</b> (CYUL) ATIS 133.7 Montreal Trml App Con 118.9 124.65 126.9 132.85 268.3 Tower 119.9 267.1 Gnd Con 121.9 275.8 Cinc Del 125.6 Apron 122.075 Montreal Trml Dep Con 118.9 (SE-S-SW) 124.65 (W-NW-NE) 268.3 VFR Advisory 134.15	H-11C, 12K, L-32G
<b>Montreal/St-Hubert, QC</b> (CYHU) ATIS 124.9 (Apr-Oct 1045-0500Z‡, Nov-Mar 1045-0400Z) AWOS 124.9 Montreal Center App/Dep Con 125.15 268.3 St. Hubert Tower 118.4 (Apr-Oct 1045-0500Z‡, Nov-Mar 1045-0400Z) Gnd Con 126.4 MF 118.4 (Apr-Oct 0500-1045Z‡, Nov-Mar 0400-1045Z 5 NM shape irregular to 2500') VFR Advisory 134.15	H-11C, L-32G
<b>Muskoka, ON</b> (CYQA) AWOS 124.575 Timmins Radio App/Dep Con 122.3 MF 122.3 (5 NM to 3900')	H-11B, L-31D
<b>Nanaimo, BC</b> (CYCD) Victoria Trml App/Dep 120.8 133.95 252.3 MF 122.1 291.8 1330-0530Z‡ (5 NM to 2500')	H-1B, L-1E
<b>North Bay, ON</b> (CYYB) ATIS 124.9 (1130-0330Z‡) Toronto Center App/Dep 121.225 127.25 MF 118.3 (1130-0330Z‡ 7 NM to 5000')	H-11B, L31D
<b>Oshawa, ON</b> (CYOO) ATIS 125.675 (1130-0330Z‡) Toronto Trml App/Dep Con 133.4 Tower 120.1 (1130-0330Z‡) Gnd Con 118.4 MF 120.1 (0330-1130Z‡ 5 NM to 3000')	L-31E

FACILITY NAME	CHART & PANEL
<b>Ottawa/Carp, ON (CYRP)</b> ATIS 121.15 Ottawa Trml App/Dep Con 128.175	L-31E, 32F
<b>Ottawa/Gatineau, QC (CYND)</b> Ottawa Trml App/Dep Con 127.7 128.175 MF 122.3 (5 NM shape irregular to 2500') VFR Advisory Ottawa Trml 127.7	H-11C, L-32G
<b>Ottawa/MacDonald-Cartier Intl, ON (CYOW)</b> ATIS 121.15 Ottawa App Con 135.15 Tower 118.8 (VFR South) 120.1 (VFR North) 118.8 341.3 Gnd Con 121.9 CInc Del 119.4 Ottawa Dep Con 128.175	L-11C
<b>Owen Sound/Billy Bishop Rgnl, ON (CYOS)</b> Toronto Center App/Dep 132.575 290.6	L-31D
<b>Pelee Island, ON (CYPT)</b> Cleveland Center App/Dep Con 126.35 360.0	L-30F
<b>Pembroke, ON (CYTA)</b> Montreal Center App/Dep Con 135.2 Petawawa Advisory 126.4 250.1 (Mon-Fri 1300-2130Z±, OT PPR)	H-11C, L-31E, 32F
<b>Penticton, BC (CYYF)</b> Vancouver Center App/Dep Con 133.5 351.3 MF 118.5 (5 NM to 4100')	H-1B
<b>Peterborough, ON (CYPQ)</b> AWOS 126.925 Toronto Center App/Dep 134.25	H-11B, L-31E, 32F
<b>Pincher Creek, AB (CZPC)</b> Edmonton Center App/Dep Con 132.75 265.2	H-1D
<b>Pitt Meadows, BC (CYPK)</b> ATIS 125.0 (1500-0700Z±) Vancouver Center App Con 128.6 352.7 (Outer) Pitt Tower 126.3 (1500-0700Z±) Gnd Con 123.8 Vancouver Center Dep Con 132.3 363.8 (South) MF 126.3 (0700-1500Z±) (3NM to 2500')	L-1E
<b>Quebec/Jean Lesage Intl, QC (CYQB)</b> ATIS 134.6 Montreal Center App/Dep Con 124.0 127.85 135.025 270.9 322.8 Tower 118.65 236.6 Gnd Con 121.9 250.0	H-11D, L-32H
<b>Riviere Du Loup, QC (CYRI)</b> AWOS 122.025 (Pvt) Montreal Center App/Dep Con 125.1 299.6	H-11D
<b>Rouyn Noranda, QC (CYUY)</b> Montreal Center App/Dep Con 125.9 MF 122.2 (5 NM to 4000')	H-11B
<b>Saint John, NB (CYSJ)</b> Moncton Center App/Dep Con 124.3 135.5 270.8 MF 118.5 (5 NM to 3400')	H-11E, L-32J
<b>Sarnia (Chris Hadfield), ON (CYZR)</b> AWOS 119.125 Toronto Center App/Dep Con 134.375	H-10G, 11B, L-30F
<b>Sault Ste Marie, ON (CYAM)</b> ATIS 133.05 (1300-0100Z±) Toronto Center App/Dep Con 132.65 344.5 Tower 118.8 (1300-0100Z±) Gnd Con 121.7 (1300-0100Z±) MF 118.8 (0100-1300Z± 5 NM irregular shape to 3000')	H-2K, L-31B
<b>Sherbrooke, QC (CYAM)</b> AWOS 126.25 Montreal Center App/Dep Con 132.55 MF 123.5 (Ltd hrs 5 NM to 3800')	H-11D, L-32H
<b>South Renfrew Muni, ON (CNP3)</b> Montreal Center App/Dep 124.275	L-31E, 32F
<b>Southport, MB (CYPG)</b> ATIS 120.85 (Mon-Fri 1400-2300Z± except holidays) Tower 126.2 384.2 (Mon-Fri 1400-2300Z± except holidays) Gnd Con 121.7 275.8	H-2H

FACILITY NAME	CHART & PANEL
<b>Springwater Barrie Airport, ON</b> (CNA3) Toronto Center App/Dep Con 124.025	L-31D
<b>St. Catharines/Niagara District, ON</b> (CYSN) ATIS 128.525 (1215-0200Z‡) Toronto Trml App/Dep Con 133.4 253.1 MF 123.25 (1215-0200Z‡ 5 NM to 3300')	H-10H, 11B, L-31E
<b>St. Frederic, QC</b> (CSZ4) Montreal Center App/Dep Con 135.025 270.9	L-32H
<b>St. Georges, QC</b> (CYSG) Montreal Center App/Dep Con 132.35 MF 122.15 (5 NM 3900' ASL)	H-32H, L-11D
<b>St. Jean, QC</b> (CYJN) Montreal Center App/Dep Con 125.15 268.3 Tower 118.2 (Apr-Oct 1230-0230Z‡ Nov-Mar 1300-0200Z‡) Gnd Con 121.7	L-32G
<b>Sudbury, ON</b> (CYSB) ATIS 127.4 Toronto Center App/Dep Con 135.5 MF 125.5 (7 NM to 4000')	H-31B, 10G, L-31D
<b>Summerside, PE</b> (CYSU) AWOS 122.55 (Pvt) Moncton Center App/Dep Con 124.4 384.8	H-11E, L-32J
<b>Thunder Bay, ON</b> (CYQT) ATIS 128.8 (1100-0400Z‡) Winnipeg Center App/Dep Con 132.125 Tower 118.1 (1100-0400Z‡) Gnd Con 121.9 (1100-0400Z‡) App/Dep 119.2 MF 118.1 (0400-1100Z‡ 5 NM to 4000')	H-2J, L-14J
<b>Timmins/Victor M. Power, ON</b> (CYTS) ATIS 124.95 (1000-0500Z‡) Toronto Center App/Dep Con 128.3 MF 122.3 (5 NM to 4000')	H-11B
<b>Toronto/Buttonville Muni, ON</b> (CYKZ) ATIS 127.1 (1200-0400Z‡) Toronto Trml App/Dep Con 133.4 Tower 124.8 119.9 (1200-0400Z‡) Gnd Con 121.8 (1200-0400Z‡) MF 124.8 (0400-1200Z‡ No gnd station. 5 NM shape irregular to below 2500')	L-31E
<b>Toronto/Billy Bishop Toronto City Airport, ON</b> (CYTZ) ATIS 133.6 (1130-0400Z‡) App/Dep Con 133.4 Tower 118.2 119.2 (1130-0400Z‡) Gnd Con 121.7	L-31E
<b>Toronto/Lester B Pearson Intl, ON</b> (CYYZ) ATIS 120.825 App Con 124.475 125.4 132.8 Dep Con 127.575 128.8 Tower 118.35 118.7 Gnd Con 119.1 121.65 121.9 Clnc Del 121.3 (1200-0400Z‡)	H-11B, L-31D
<b>Trenton, ON</b> (CYTR) ATIS 135.45 257.7 App/Dep Con 128.4 324.3 Tower 128.7 236.6 Gnd Con 121.9 275.8 Clnc Del 124.35 286.4	H-11C, L-31E, 32F
<b>Trenton/Mountain View, ON</b> (CPZ3) Trenton Mil Advisory 268.0	H-11C, L-31E, 32F
<b>Trois-Rivieres, QC</b> (CYRQ) Montreal Center App/Dep Con 128.225 229.2 MF 123.0 (5 NM to 3200')	H-11C, L-32H
<b>Val-d'Or, QC</b> (CYVO) Montreal Center App/Dep Con 125.9 308.3 MF 118.5 (1030-0325Z‡ 5 NM to 4000')	H-11B
<b>Vancouver Intl, BC</b> (CYVR) ATIS 124.6 124.75 App Con 128.6 128.17 352.7 (Outer) 133.1 134.225 352.7 (Inner) Dep Con 126.125 (north) 132.3 (south) 363.8 Tower 118.7 (south) 119.55 (north) VFR 124.0 125.65 226.5 236.6 Gnd Con 121.7 (south) 127.15 (north) 275.8 Clnc Del 121.4	H-1B, L-1E

FACILITY NAME	CHART & PANEL
<b>Victoria Intl, BC (CYYJ)</b> ATIS 118.8 (1400-0800Z‡) App Con 125.95    Dep Con 133.85 Tower 119.1 (Outer) 119.7 (Inner) 239.6 Gnd Con 121.9 361.4 (1400-0800Z‡ OT ctc Kamloops 119.7) Clnc Del 126.4 (1400-0800Z‡)	H-1B, L-1E
<b>Victoriaville, QC (CSR3)</b> Montreal Center App Con 132.35	L-32H
<b>Waterville/Kings Co Muni, NS (CCW3)</b> Greenwood Trml App/Dep Con 120.6 335.9 Greenwood Tower 119.5 324.3	L-32J
<b>Warton, ON (CYVV)</b> Toronto Center App/Dep Con 132.575 MF 122.2 (5 NM to 3700')	H-11B, L-31D
<b>Windsor, ON (CYQG)</b> ATIS 134.5 (1130-0330Z‡) Detroit App/Dep Con 126.85 127.5 134.3 348.3 363.2 Tower 124.7 (1130-0330Z‡)    Gnd Con 121.7 (1130-0330Z‡) MF 124.7 (0330-1130Z‡ 6 NM irregular shape to below 3000') VFR Advisory Detroit App Con 134.3	H-10G, L-8J
<b>Yarmouth, NS (CYQI)</b> Moncton Center App/Dep Con 123.9 368.5    MF 123.0 (5 NM to 3100')	H-11E, L-32I

MEXICO	
FACILITY NAME	CHART & PANEL
<b>Abraham Gonzalez Intl (MMCS)</b> Juarez App Con 119.9    Juarez Tower 118.9	H-4K, L-6F
<b>Del Norte Intl (MMAN)</b> ATIS 127.55 (1300-0300Z‡) Monterrey App 119.75 120.4    Tower 118.6	H-7B, L-20G
<b>Durango Intl (MMDO)</b> ATIS 132.1 Tower 118.1    Durango Info 122.3	H-7A
<b>General Abelardo L Rodriguez Intl (MMTJ)</b> ATIS 127.9 Tijuana App Con 119.5 120.3    Tijuana Tower 118.1    Tijuana Clnc Del 122.35 Tijuana Info 132.1	H-4H, L-4H
<b>General Lucio Blanco Intl (MMRX)</b> Reynosa App Con 118.8    Reynosa Tower 118.8	H-7B, L-20H
<b>General Mariano Escobedo Intl (MMMY)</b> ATIS 127.7 Monterrey App Con 119.75 120.4    Monterrey Tower 118.1    Gnd Con 121.9	H-7B, L-20G
<b>General R Fierro Villalobos Intl (MMCU)</b> ATIS 127.9 Chihuahua App Con 121.0    Chihuahua Tower 118.4	L-6I
<b>General Rodolfo Sanchez Taboada Intl (MMML)</b> ATIS 127.6 Mexicali App Con 118.2    Mexicali Tower 118.2    Mexicali Info 123.9 122.3	H-4H, L-4J, 5A
<b>General Servando Canales Intl (MMMA)</b> Matamoros App Con 118.0    Matamoros Tower 118.0	H-7C, L-21A
<b>Plan De Guadalupe Intl (MMIO)</b> Saltillo App Con 127.4    Saltillo Tower 118.4	H-7B
<b>Quetzalcoatl Intl/Nuevo Laredo Intl (MMNL)</b> Nuevo Laredo App Con 118.3    Nuevo Laredo Tower 118.3	H-7B, L-20G
<b>Torreón Intl (MMTC)</b> App Con 119.6    Tower 118.5	H-7A

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In support of the Federal Aviation Administration's Runway Incursion Program, selected towered airport diagrams have been published in the Airport Diagram section of the A/FD. Diagrams will be listed alphabetically by associated city and airport name. Airport diagrams, depicting runway and taxiway configurations, will assist both VFR and IFR pilots in ground taxi operations. The airport diagrams in this publication are the same as those published in the U.S. Terminal Procedures Publications. For additional airport diagram legend information see the U.S. Terminal Procedures Publication.






NOTE: Some text data published under the individual airport in the front portion of the A/FD may be more current than the data published on the Airport Diagrams. The airport diagrams are updated only when significant changes occur.

## GENERAL INFORMATION

### PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS




Available pilot controlled lighting (PCL) systems are indicated as follows:

1. Approach lighting systems that bear a system identification are symbolized using negative symbology, e.g., , , .
2. Approach lighting systems that do not bear a system identification are indicated with a negative "0" beside the name.

A star (★) indicates non-standard PCL, consult the individual airport in the front portion of the A/FD, e.g., ★. To activate lights use frequency indicated in the communication section of the chart with a  or the appropriate lighting system identification e.g., UNICOM 122.8 , , .

<u>KEY MIKE</u>	<u>FUNCTION</u>
7 times within 5 seconds	Highest intensity available
5 times within 5 seconds	Medium or lower intensity (Lower REIL or REIL-off)
3 times within 5 seconds	Lowest intensity available (Lower REIL or REIL-off)

### CHART CURRENCY INFORMATION

FAA procedure amendment number  Amdt 11A 99365  Date of latest change  
 Orig 00365

The Chart Date identifies the Julian date the chart was added to the volume or last revised for any reason. The first two digits indicate the year, the last three digits indicate the day of the year (001 to 365/6) in which the latest addition or change was first published.

The Procedure Amendment Number precedes the Chart Date, and changes any time instrument information (e.g., DH, MDA, approach routing, etc.) changes. Procedure changes also cause the Chart Date to change.

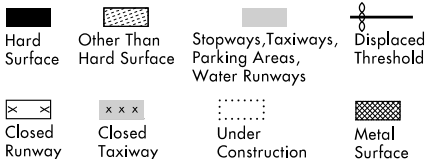
### MISCELLANEOUS

- ★ Indicates a non-continuously operating facility, see the individual airport in the front portion of the A/FD.
- # Indicates control tower temporarily closed UFN.

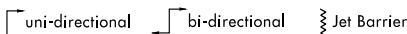
INSTRUMENT APPROACH PROCEDURES (CHARTS)

AIRPORT DIAGRAM/AIRPORT SKETCH

Runways

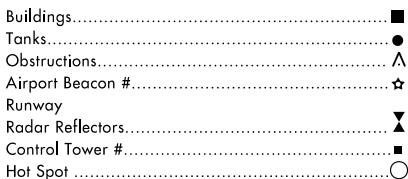


**ARRESTING GEAR:** Specific arresting gear systems; e.g., BAK12, MA-1A etc., shown on airport diagrams, not applicable to Civil Pilots. Military Pilots refer to appropriate DOD publications.



ARRESTING SYSTEM

REFERENCE FEATURES



# When Control Tower and Rotating Beacon are co-located, Beacon symbol will be used and further identified as TWR.

Runway length depicted is the physical length of the runway (end-to-end, including displaced thresholds if any) but excluding areas designated as stopways.

A symbol is shown to indicate runway declared distance information available, see appropriate A/FD, Alaska or Pacific Supplement for distance information.

Runway Weight Bearing Capacity/or PCN Pavement Classification Number is shown as a codified expression.

Refer to the appropriate Supplement/Directory for applicable codes e.g., RWY 14-32 PCN 80 F/D/X/U S-75, D-185, 2S-175, 2D-325

Helicopter Alighting Areas

Negative Symbols used to identify Copter Procedures landing point.....

Runway Threshold elevation.....THRE 123

Runway TDZ elevation.....TDZE 123

Runway Slope..... 0.3% DOWN  
(shown when runway slope is greater than 0.8% UP or equal to 0.3%)

NOTE:

Runway Slope measured to midpoint on runways 8000 feet or longer.

U.S. Navy Optical Landing System (OLS) "OLS" location is shown because of its height of approximately 7 feet and proximity to edge of runway may create an obstruction for some types of aircraft.

Approach light symbols are shown in the Flight Information Handbook.

Airport diagram scales are variable.

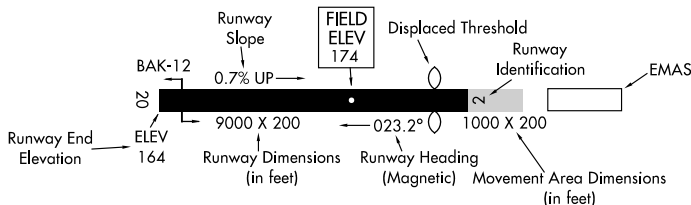
True/magnetic North orientation may vary from diagram to diagram

Coordinate values are shown in 1 or 1/2 minute increments. They are further broken down into 6 second ticks, within each 1 minute increments.

Positional accuracy within  $\pm 600$  feet unless otherwise noted on the chart.

NOTE:

All new and revised airport diagrams are shown referenced to the World Geodetic System (WGS) (noted on appropriate diagram), and may not be compatible with local coordinates published in FLIP. (Foreign Only)



SCOPE

Airport diagrams are specifically designed to assist in the movement of ground traffic at locations with complex runway/taxiway configurations and provide information for updating Computer Based Navigation Systems (I.E., INS, GPS) aboard aircraft. Airport diagrams are not intended to be used for approach and landing or departure operations. For revisions to Airport Diagrams: Consult FAA Order 7910.4.



## HOT SPOTS

An "Airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the table below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time that increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION
<b>TEXAS</b>		
BEAUMONT/PORT ARTHUR		
SOUTHEAST TEXAS RGNL (BPT)	HS 1	South end of Twy B not visible from ctl twr.
DALLAS		
ADDISON (ADS)	HS 1	Twy K and Rwy 15-33. Holding Position Markings have been moved back to the edge of Twy A.
	HS 2	Twy J and Rwy 15-33. Holding Position Markings have been moved back to the edge of Twy A.
	HS 3	Twy H and Rwy 15-33. Holding Position Markings have been moved back to the edge of Twy A.
	HS 4	Twy G and Rwy 15-33. Holding Position Markings have been moved back to the edge of Twy A.
	HS 5	Twy F and Rwy 15-33. Holding Position Markings have been moved back to the edge of Twy A.
	HS 6	Twy E and Rwy 15-33. Holding Position Markings have been moved back to the edge of Twy A.
	HS 7	Twy D and Rwy 15-33. Holding Position Markings have been moved back to the edge of Twy A.
	HS 8	Twy C and Rwy 15-33. Holding Position Markings have been moved back to the edge of Twy A.
	HS 9	Twy A and Rwy End 33. Holding Position Markings have been moved back to the edge of Twy A prior to turn off parallel twy.
MIDLAND		
MIDLAND INTL (MAF)	HS 1	Twy B and Twy P merge.
	HS 2	Area not visible from twr. Limited air tfc services provided.
	HS 3	Area not visible from twr. Limited air tfc services provided.

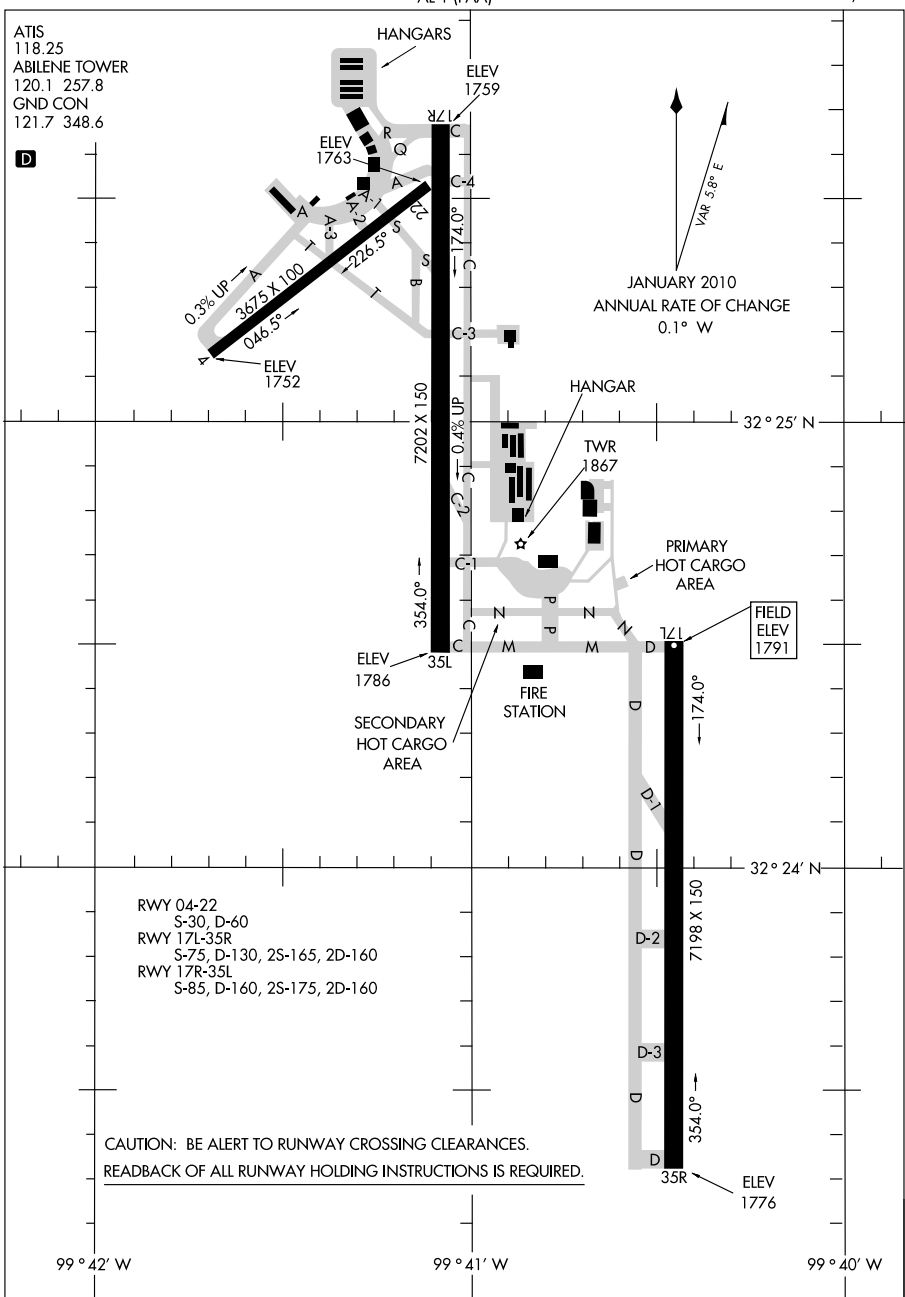
10210

# AIRPORT DIAGRAM

ABILENE/ABILENE RGNL (ABI)  
ABILENE, TEXAS

ATIS  
118.25  
ABILENE TOWER  
120.1 257.8  
GND CON  
121.7 348.6

D



# AIRPORT DIAGRAM

10210

ABILENE, TEXAS  
ABILENE/ABILENE RGNL (ABI)

SC. 23 SEP 2010 to 18 NOV 2010

10210

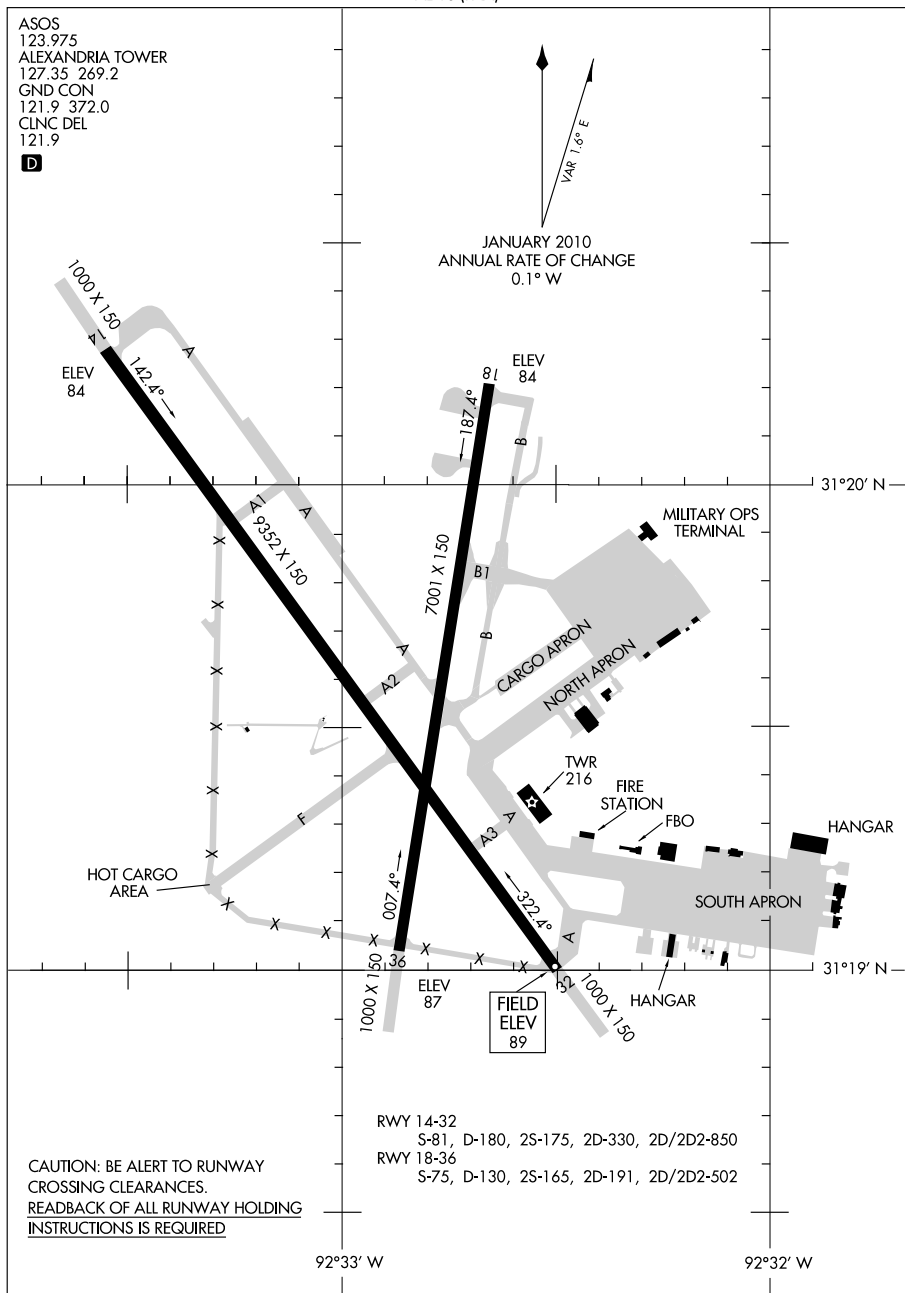
# AIRPORT DIAGRAM

AL-13 (FAA)

ALEXANDRIA INTL (AEX)  
ALEXANDRIA, LOUISIANA

ASOS  
123.975  
ALEXANDRIA TOWER  
127.35 269.2  
GND CON  
121.9 372.0  
CLNC DEL  
121.9

D



## AIRPORT DIAGRAM

10210

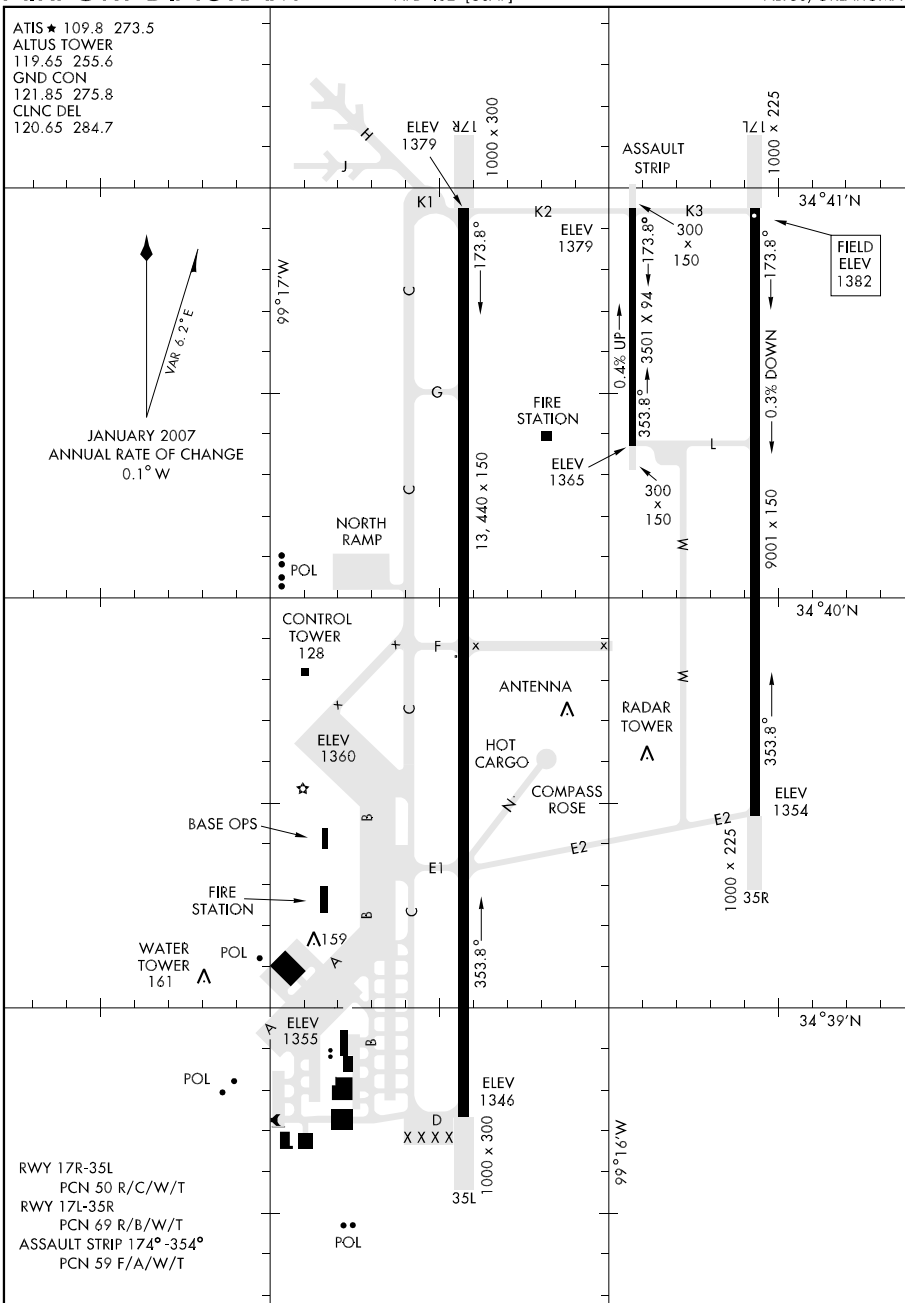
ALEXANDRIA, LOUISIANA  
ALEXANDRIA INTL (AEX)

SC, 23 SEP 2010 to 18 NOV 2010

## AIRPORT DIAGRAM

ALTUS, OKLAHOMA

AFD-482 [USAF]



# AIRPORT DIAGRAM

WGS DATUM

ALTUS AFB (KLTS)

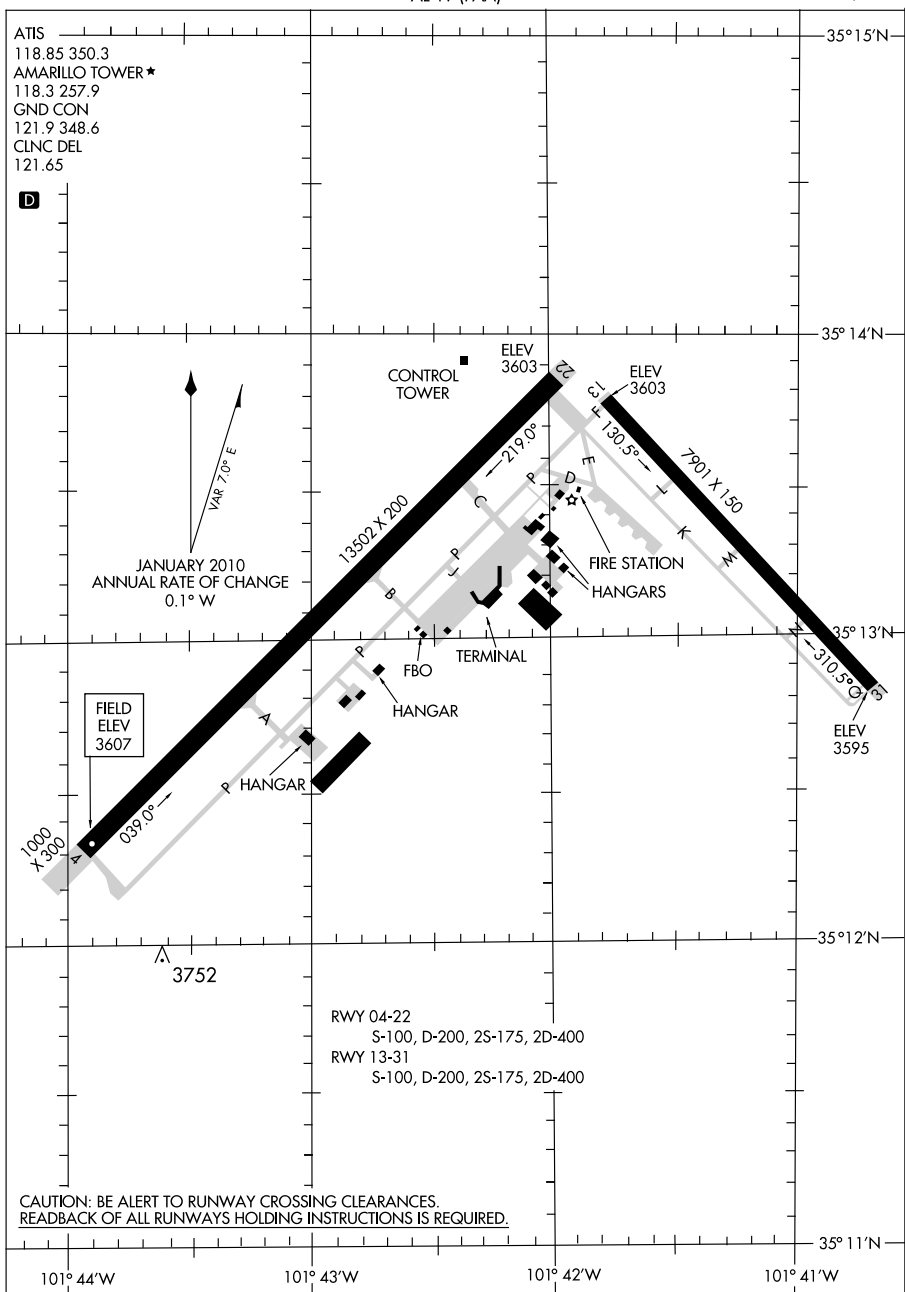
SC, 23 SEP 2010 to 18 NOV 2010

10210

## AIRPORT DIAGRAM

AMARILLO/RICK HUSBAND AMARILLO INTL (AMA)  
AL-19 (FAA)

AMARILLO, TEXAS



## AIRPORT DIAGRAM

10210

AMARILLO/RICK HUSBAND AMARILLO INTL (AMA)  
AMARILLO, TEXAS

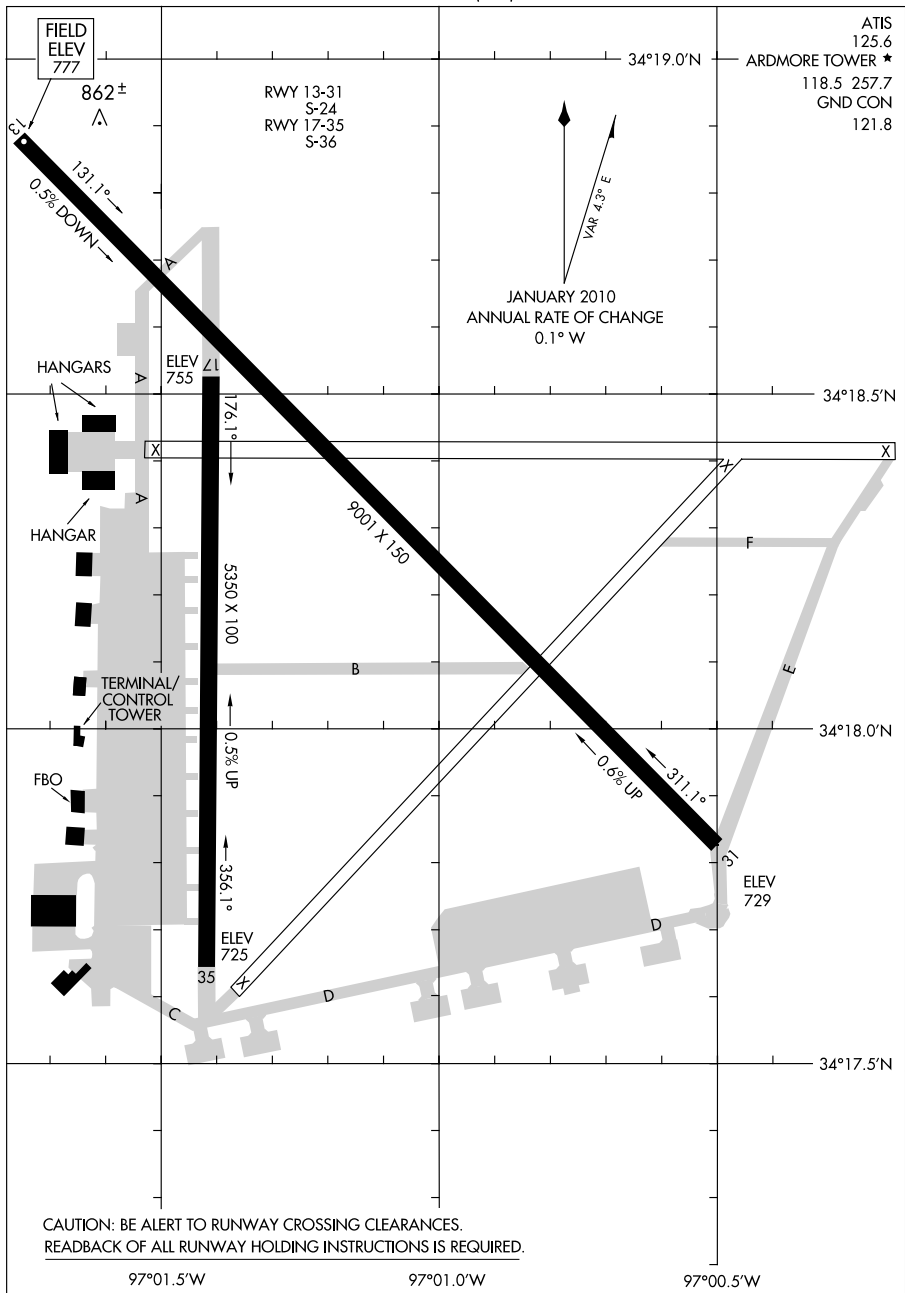
SC. 23 SEP 2010 to 18 NOV 2010

10210

# AIRPORT DIAGRAM

AL-22 (FAA)

ARDMORE MUNI (ADM)  
ARDMORE, OKLAHOMA



# AIRPORT DIAGRAM

10210

ARDMORE, OKLAHOMA  
ARDMORE MUNI (ADM)

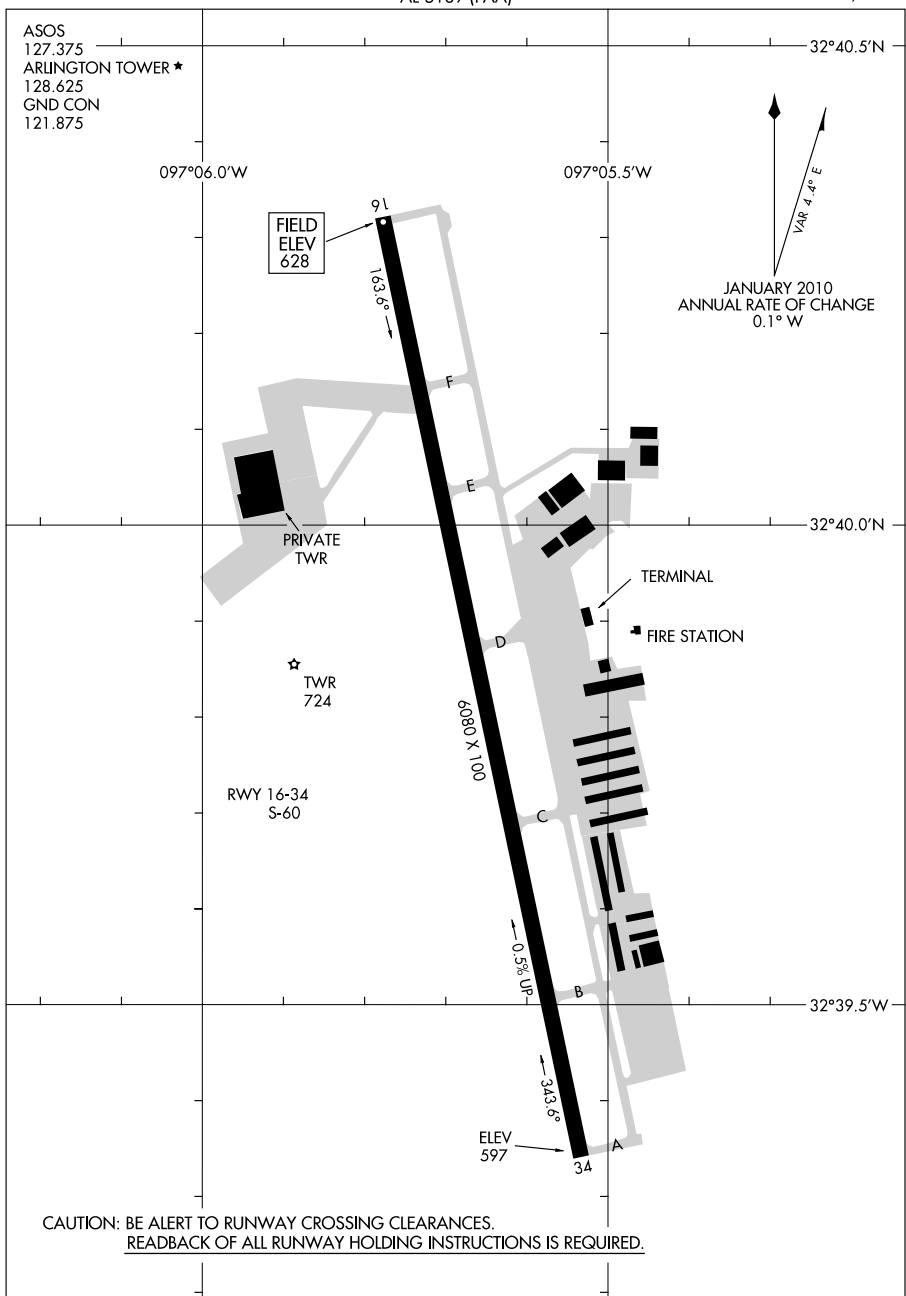
SC. 23 SEP 2010 to 18 NOV 2010

10210

# AIRPORT DIAGRAM

AL-5189 (FAA)

ARLINGTON MUNI (GKY)  
ARLINGTON, TEXAS



# AIRPORT DIAGRAM

10210

ARLINGTON, TEXAS  
ARLINGTON MUNI (GKY)

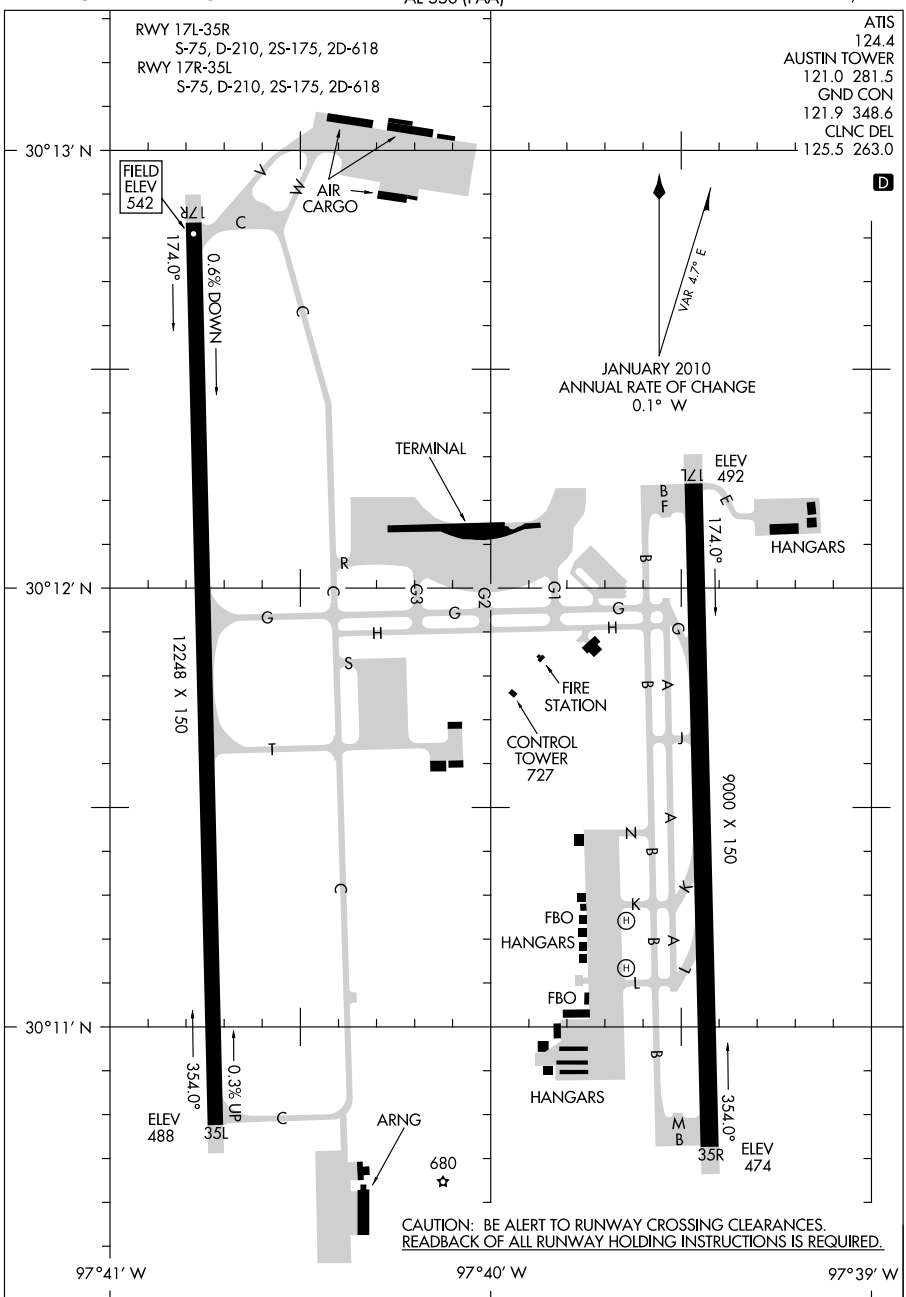
10210

# AIRPORT DIAGRAM

AL-556 (FAA)

AUSTIN-BERGSTROM INTL (AUS)

AUSTIN, TEXAS



# AIRPORT DIAGRAM

10210

AUSTIN, TEXAS  
AUSTIN-BERGSTROM INTL (AUS)



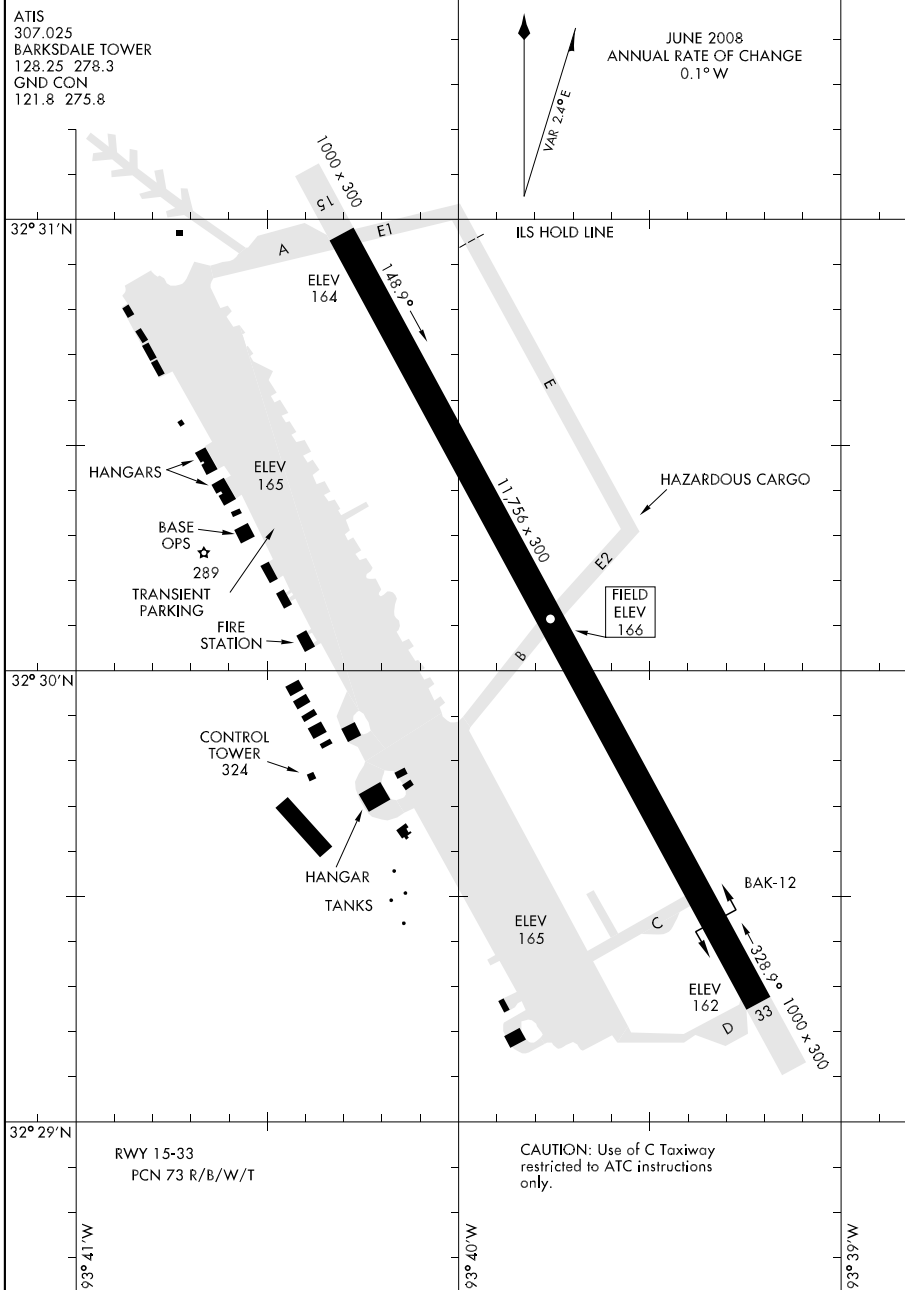
08129

BARKSDALE AFB (KBAD)

## AIRPORT DIAGRAM

AFD-391 [USAF]

BOSSIER CITY, LOUISIANA



## AIRPORT DIAGRAM

WGS-84 DATUM

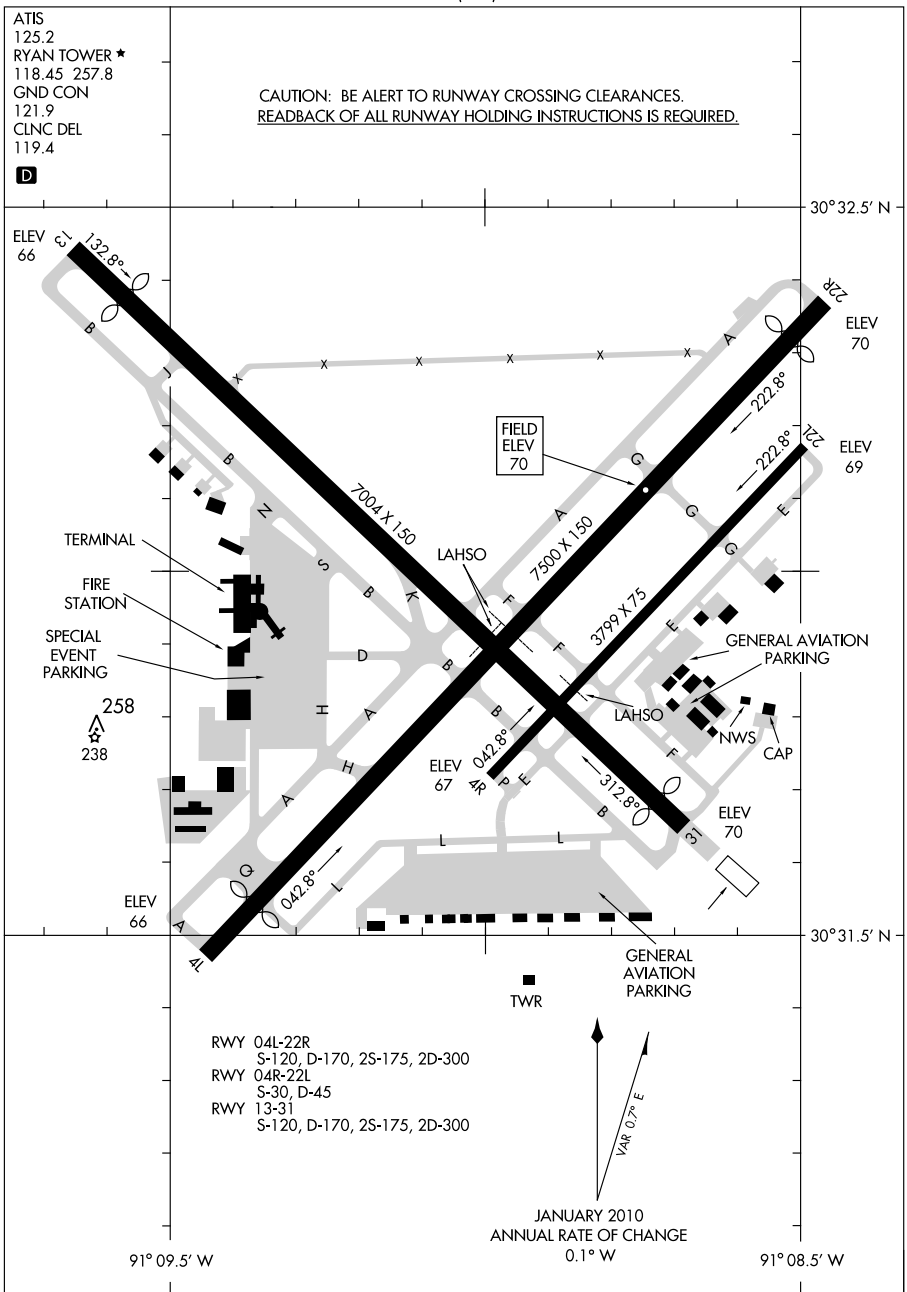
BOSSIER CITY, LOUISIANA  
BARKSDALE AFB (KBAD)

SC. 23 SEP 2010 to 18 NOV 2010

10210

# AIRPORT DIAGRAM

BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)  
AL-40 (FAA) BATON ROUGE, LOUISIANA



# AIRPORT DIAGRAM

10210

BATON ROUGE, LOUISIANA  
BATON ROUGE METROPOLITAN, RYAN FIELD (BTR)

SC. 23 SEP 2010 to 18 NOV 2010

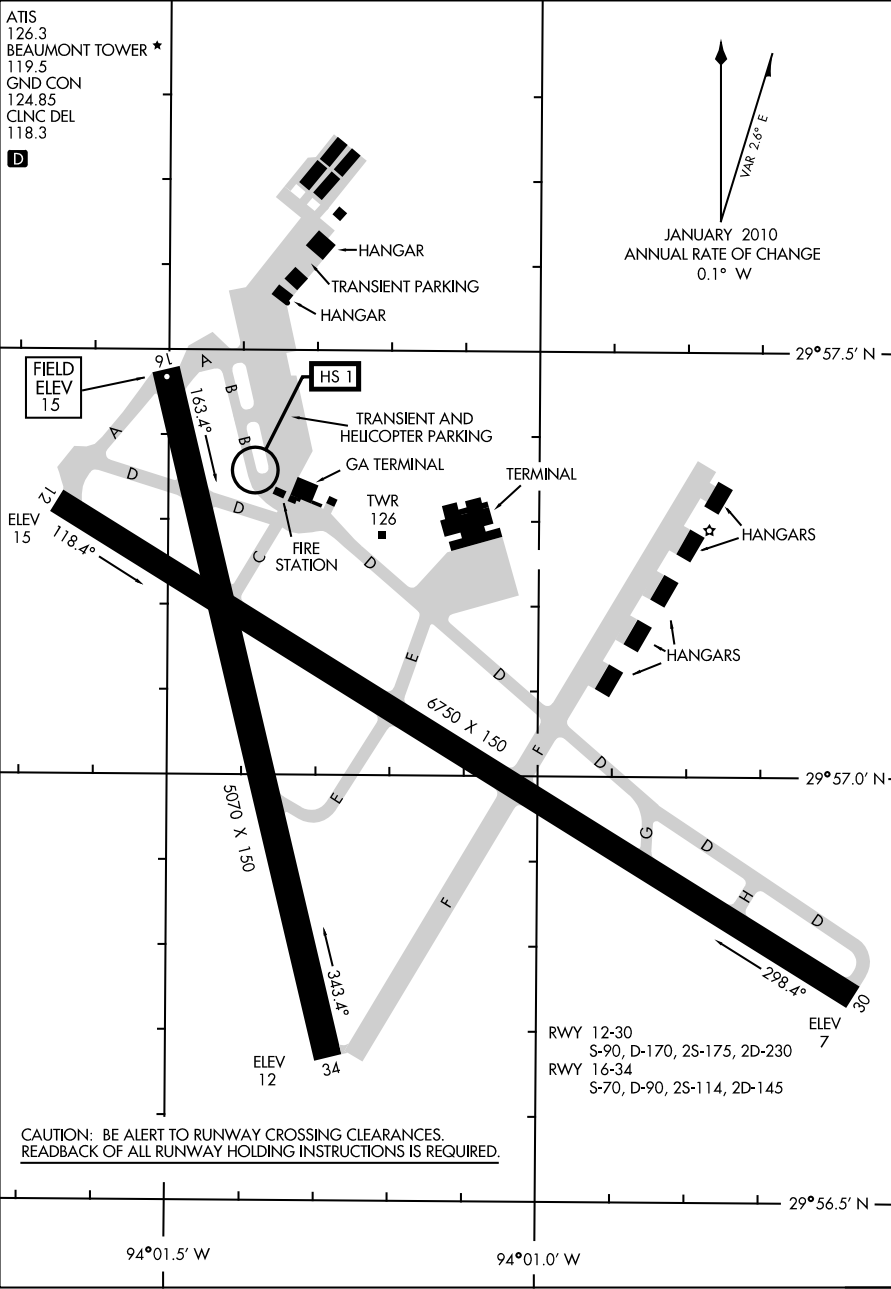
10266

AIRPORT DIAGRAM

BEAUMONT/PORT ARTHUR/SOUTHEAST TEXAS RGNL (BPT)

AL-521 (FAA)

BEAUMONT/PORT ARTHUR, TEXAS



AIRPORT DIAGRAM

10266

BEAUMONT/PORT ARTHUR, TEXAS

BEAUMONT/PORT ARTHUR/SOUTHEAST TEXAS RGNL (BPT)

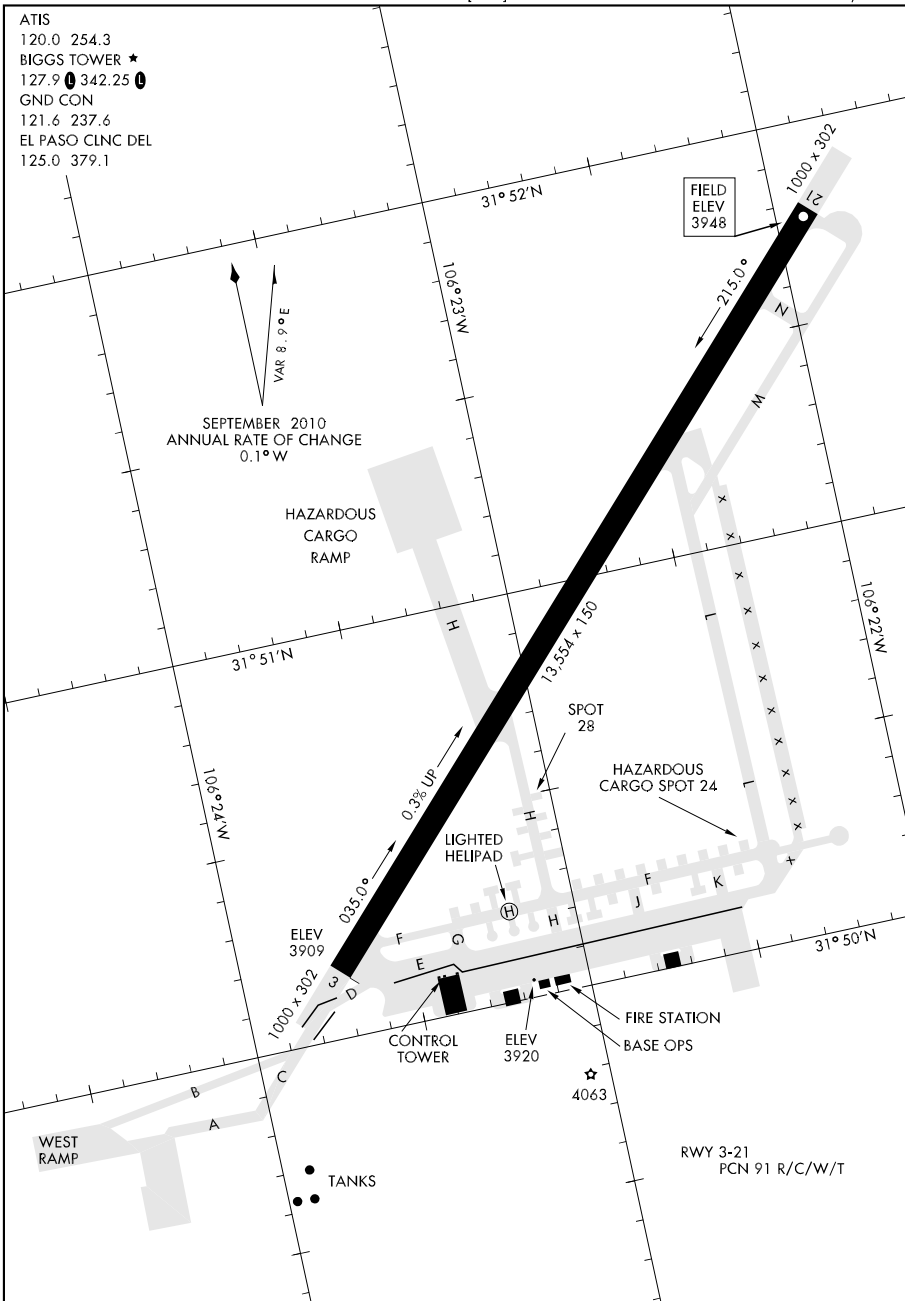
10266

# AIRPORT DIAGRAM

AFD-133 [USA]

BIGGS AAF (KBIF)

FORT BLISS, TEXAS



# AIRPORT DIAGRAM

FORT BLISS, TEXAS

BIGGS AAF (KBIF)

SC. 23 SEP 2010 to 18 NOV 2010

10210

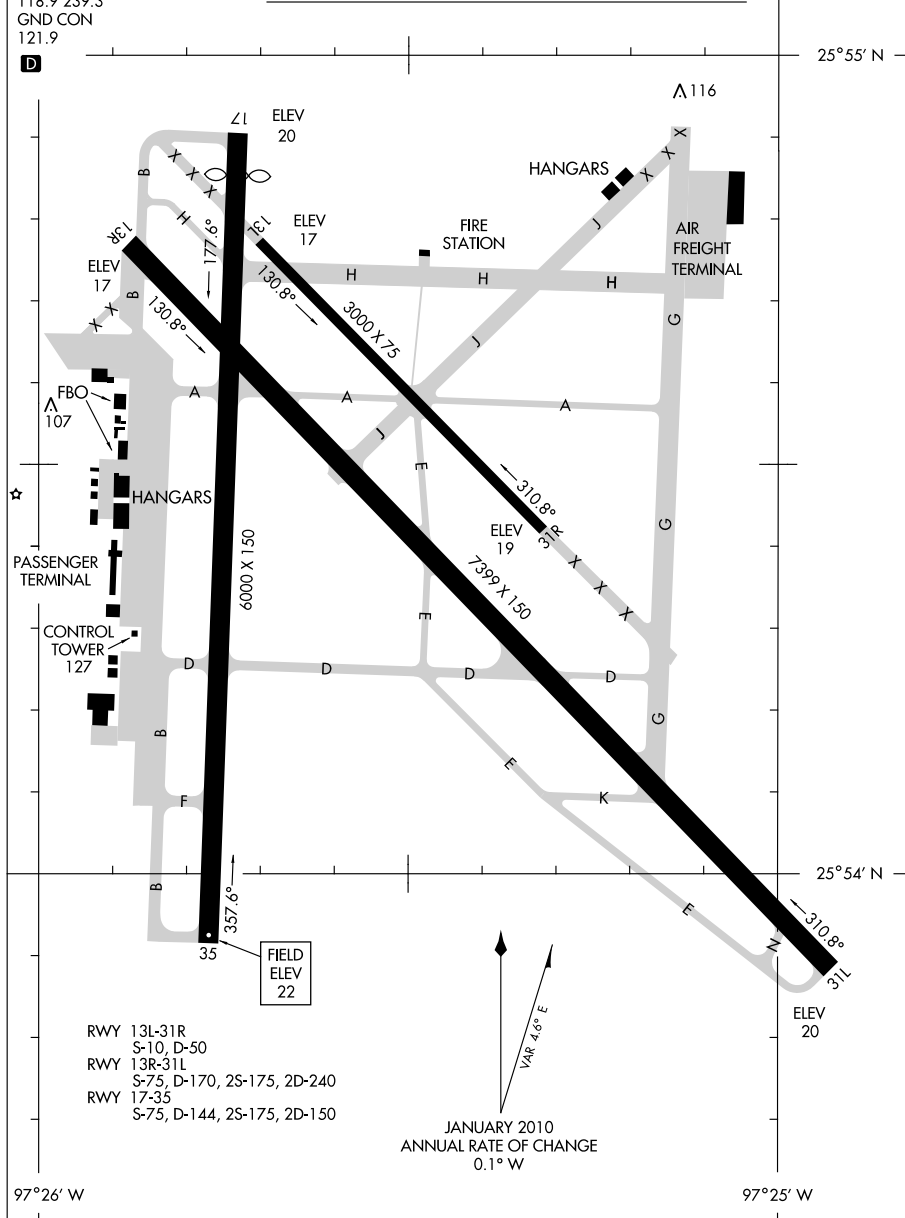
## AIRPORT DIAGRAM

BROWNSVILLE/ SOUTH PADRE ISLAND INTL (BRO)  
BROWNSVILLE, TEXAS

AL-61 (FAA)

ATIS 128.55  
 BROWNSVILLE TOWER★  
 118.9 239.3  
 GND CON 121.9

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
 READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.



## AIRPORT DIAGRAM

10210

BROWNSVILLE, TEXAS  
BROWNSVILLE/ SOUTH PADRE ISLAND INTL (BRO)

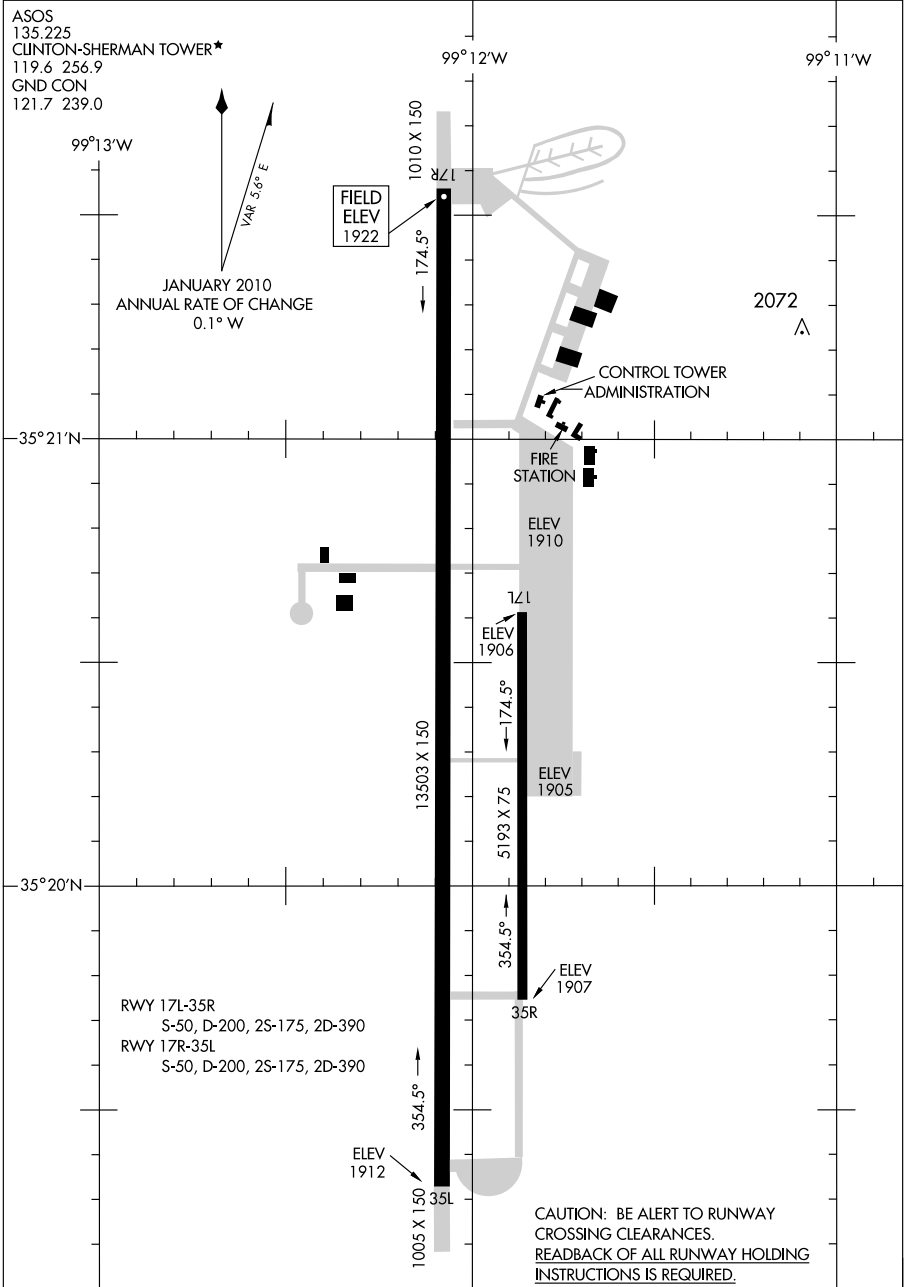
SC. 23 SEP 2010 to 18 NOV 2010

10210

# AIRPORT DIAGRAM

AL-778 (FAA)

CLINTON-SHERMAN (CSM)  
CLINTON, OKLAHOMA



# AIRPORT DIAGRAM

CLINTON, OKLAHOMA  
CLINTON-SHERMAN (CSM)

10210

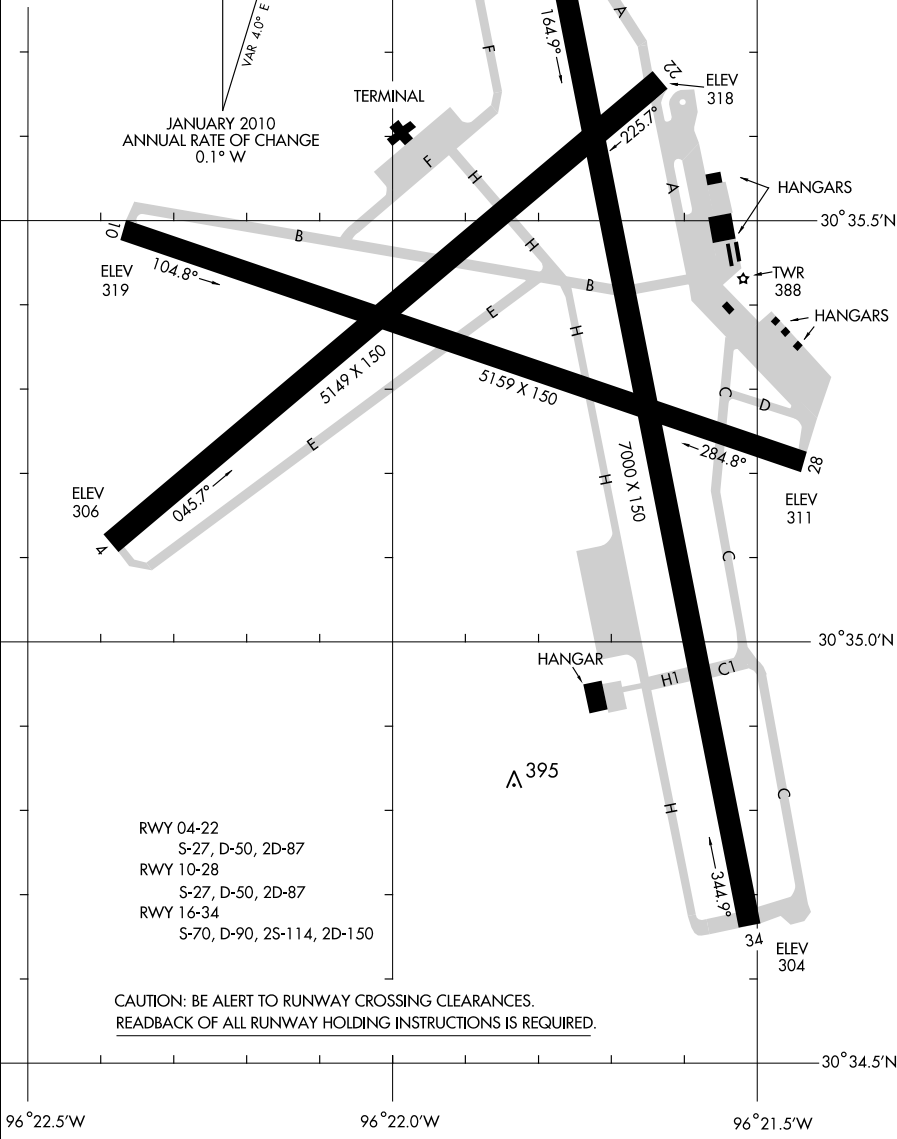
10210

# AIRPORT DIAGRAM

COLLEGE STATION/ EASTERWOOD FIELD (CLL)  
AL-928 (FAA) COLLEGE STATION, TEXAS

ATIS  
126.85  
EASTERWOOD TOWER\*  
118.5 284.7  
GND CON  
128.7 284.7

D



# AIRPORT DIAGRAM

10210

COLLEGE STATION, TEXAS  
COLLEGE STATION/ EASTERWOOD FIELD (CLL)

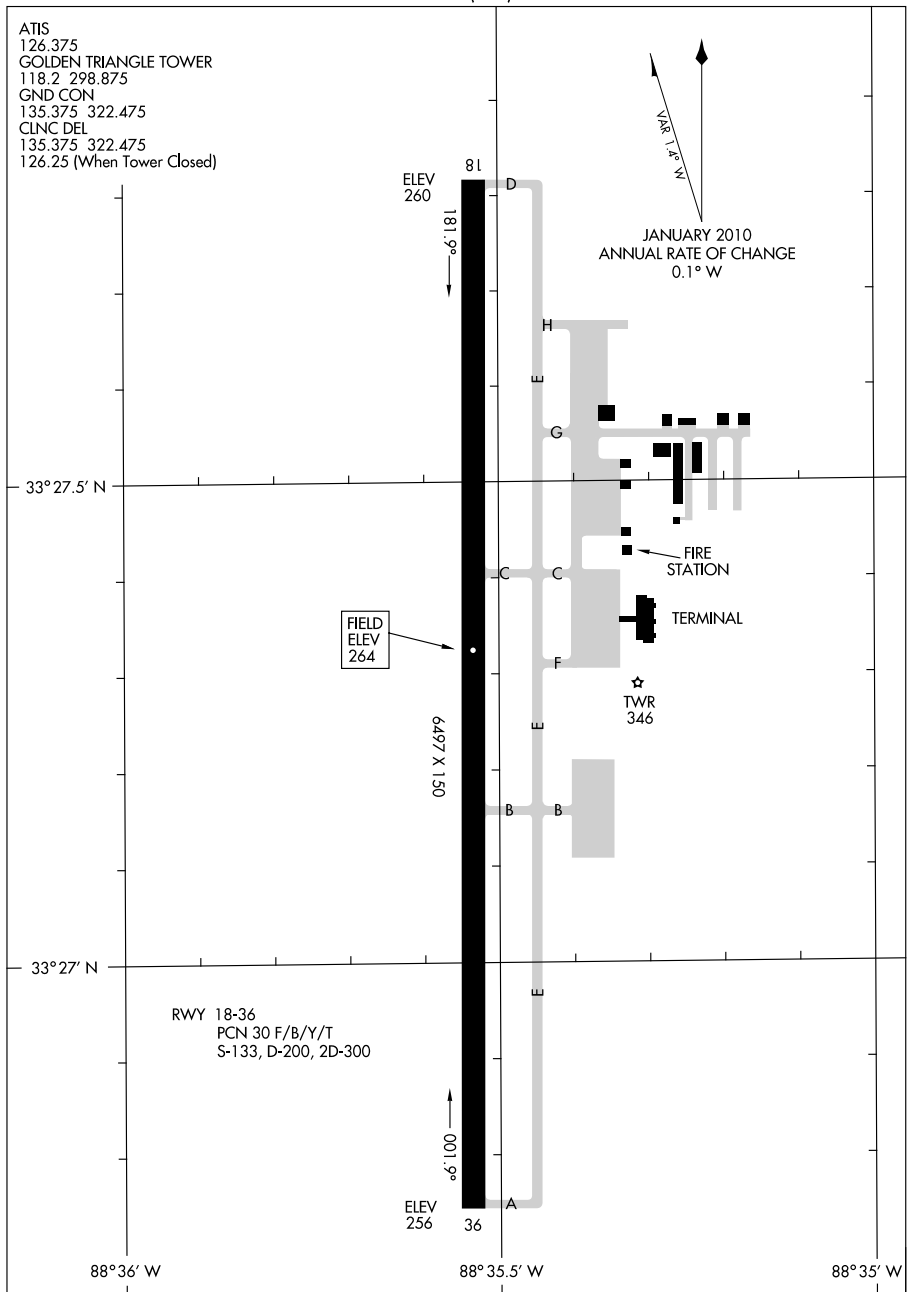




10210

# AIRPORT DIAGRAM

COLUMBUS/GOLDEN TRIANGLE RGNL (GTR)  
AL-5855 (FAA) COLUMBUS-WESTPOINT-STARKVILLE, MISSISSIPPI



# AIRPORT DIAGRAM

10210

COLUMBUS-WESTPOINT-STARKVILLE, MISSISSIPPI  
COLUMBUS/GOLDEN TRIANGLE RGNL (GTR)

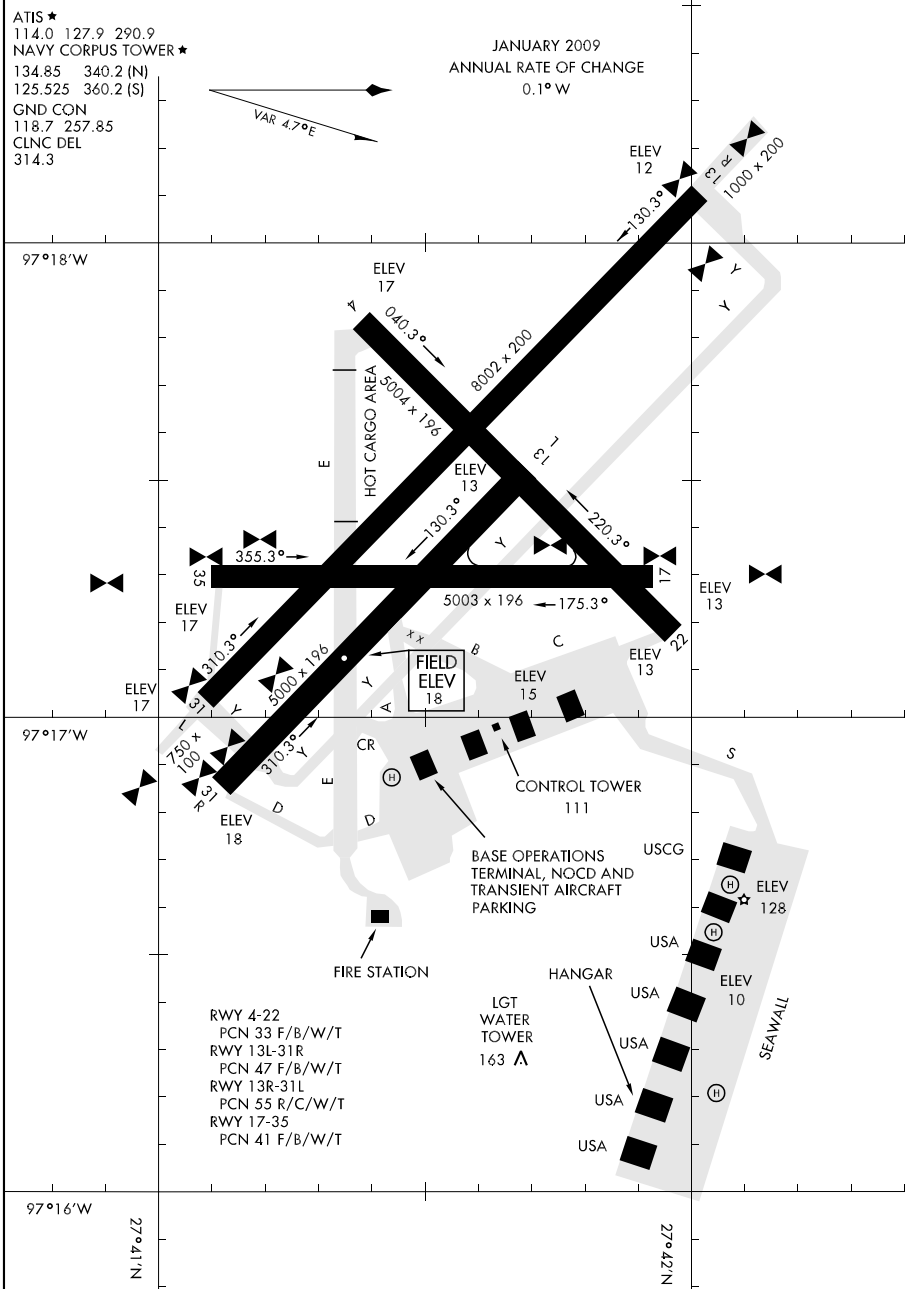
09015

# AIRPORT DIAGRAM

AFD-98 [USN]

CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

CORPUS CHRISTI, TEXAS



# AIRPORT DIAGRAM

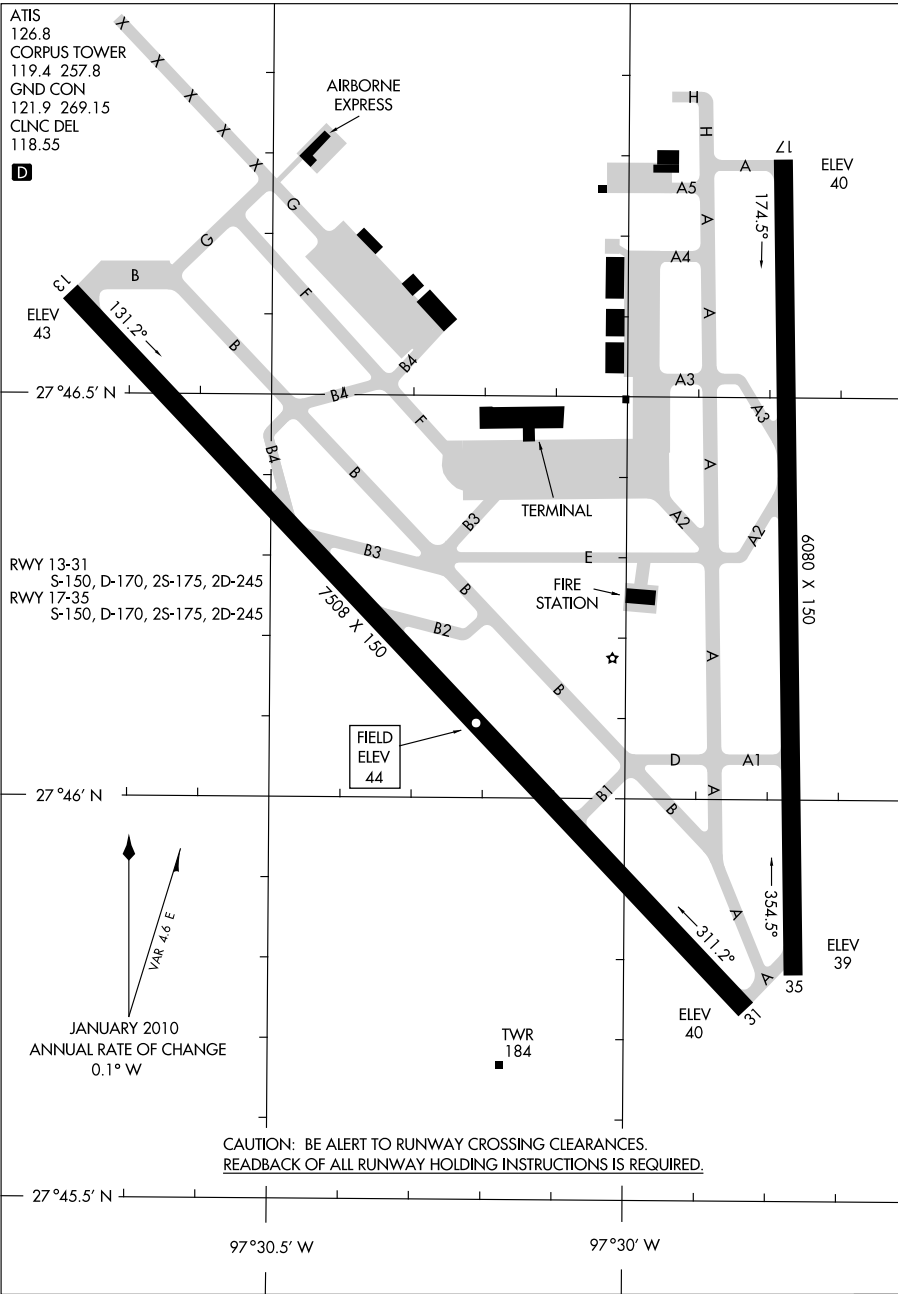
CORPUS CHRISTI, TEXAS

CORPUS CHRISTI NAS (TRUAX FLD) (KNGP)

10210  
AIRPORT DIAGRAM

AL-5032 (FAA)

CORPUS CHRISTI INTL (CRP)  
CORPUS CHRISTI, TEXAS



AIRPORT DIAGRAM  
10210

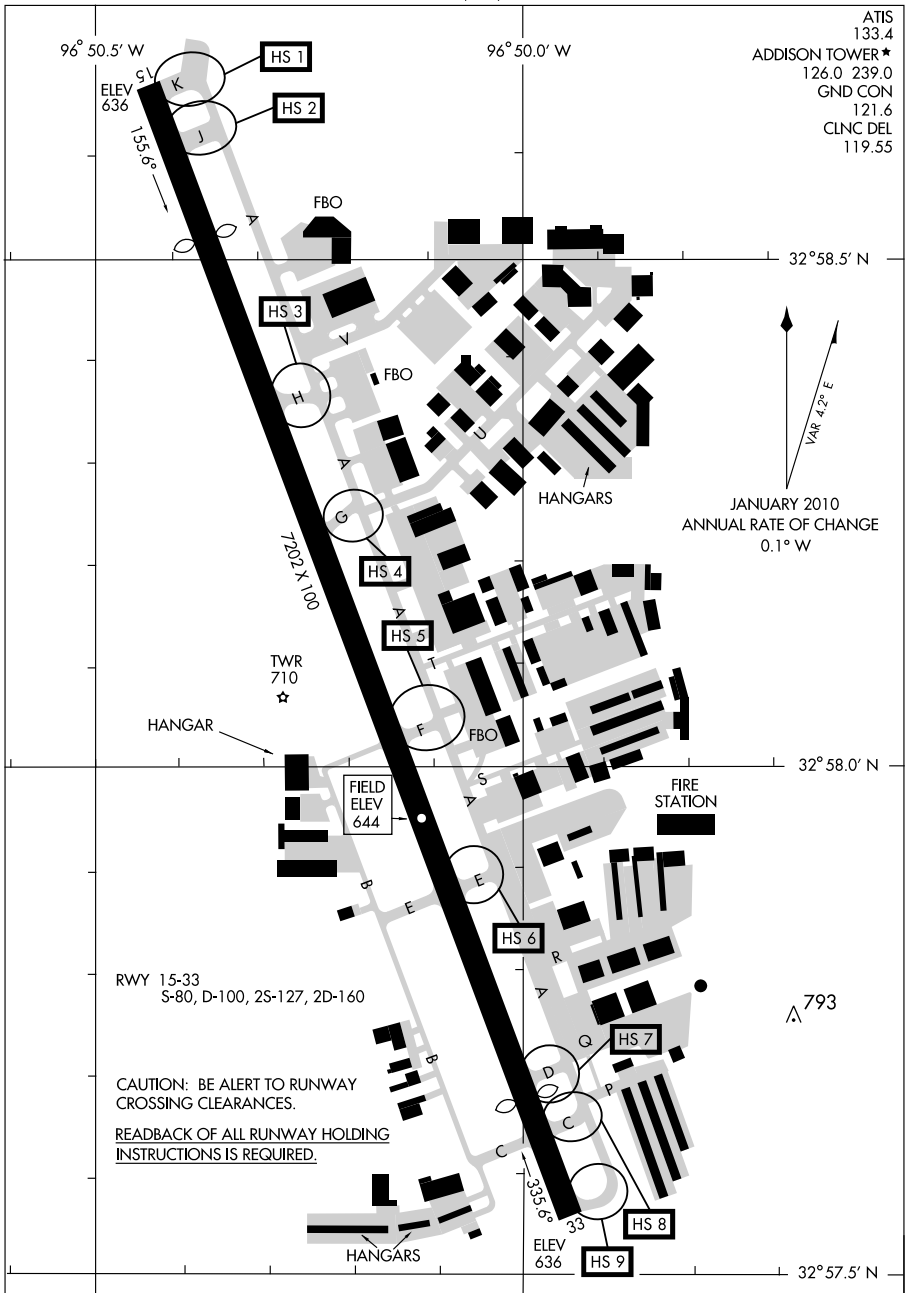
CORPUS CHRISTI, TEXAS  
CORPUS CHRISTI INTL (CRP)

10266

# AIRPORT DIAGRAM

AL-768 (FAA)

DALLAS/ADDISON (ADS)  
DALLAS, TEXAS



# AIRPORT DIAGRAM

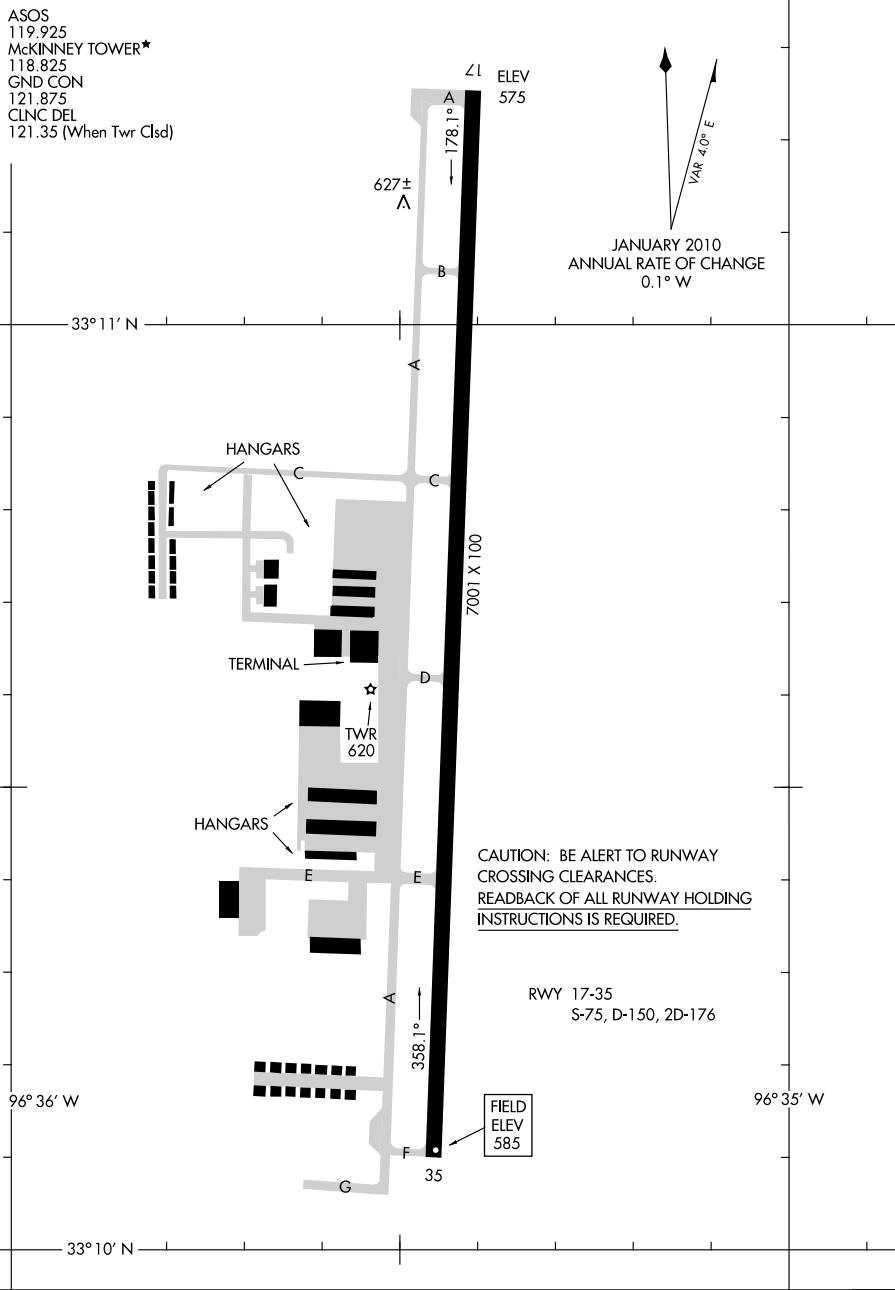
10266

DALLAS, TEXAS  
DALLAS/ADDISON (ADS)

SC. 23 SEP 2010 to 18 NOV 2010

10210  
AIRPORT DIAGRAM

DALLAS/ COLLIN COUNTY RGNL AT MC KINNEY (TKI)  
AL-6644 (FAA) DALLAS, TEXAS



AIRPORT DIAGRAM  
10210

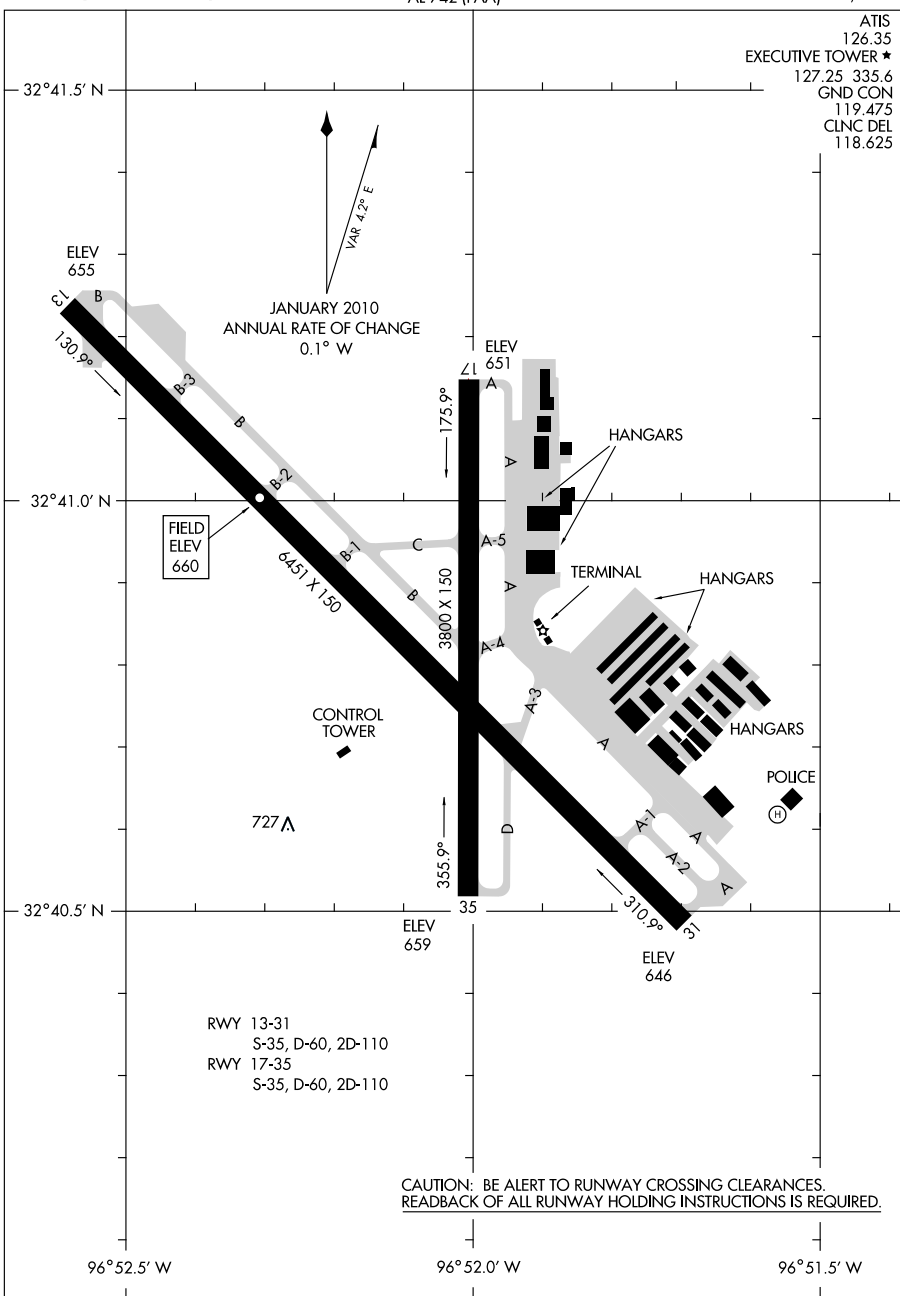
DALLAS, TEXAS  
DALLAS/ COLLIN COUNTY RGNL AT MC KINNEY (TKI)

10210

# AIRPORT DIAGRAM

AL-742 (FAA)

DALLAS EXECUTIVE (R.B.D.)  
DALLAS, TEXAS



# AIRPORT DIAGRAM

10210

DALLAS, TEXAS  
DALLAS EXECUTIVE (R.B.D.)

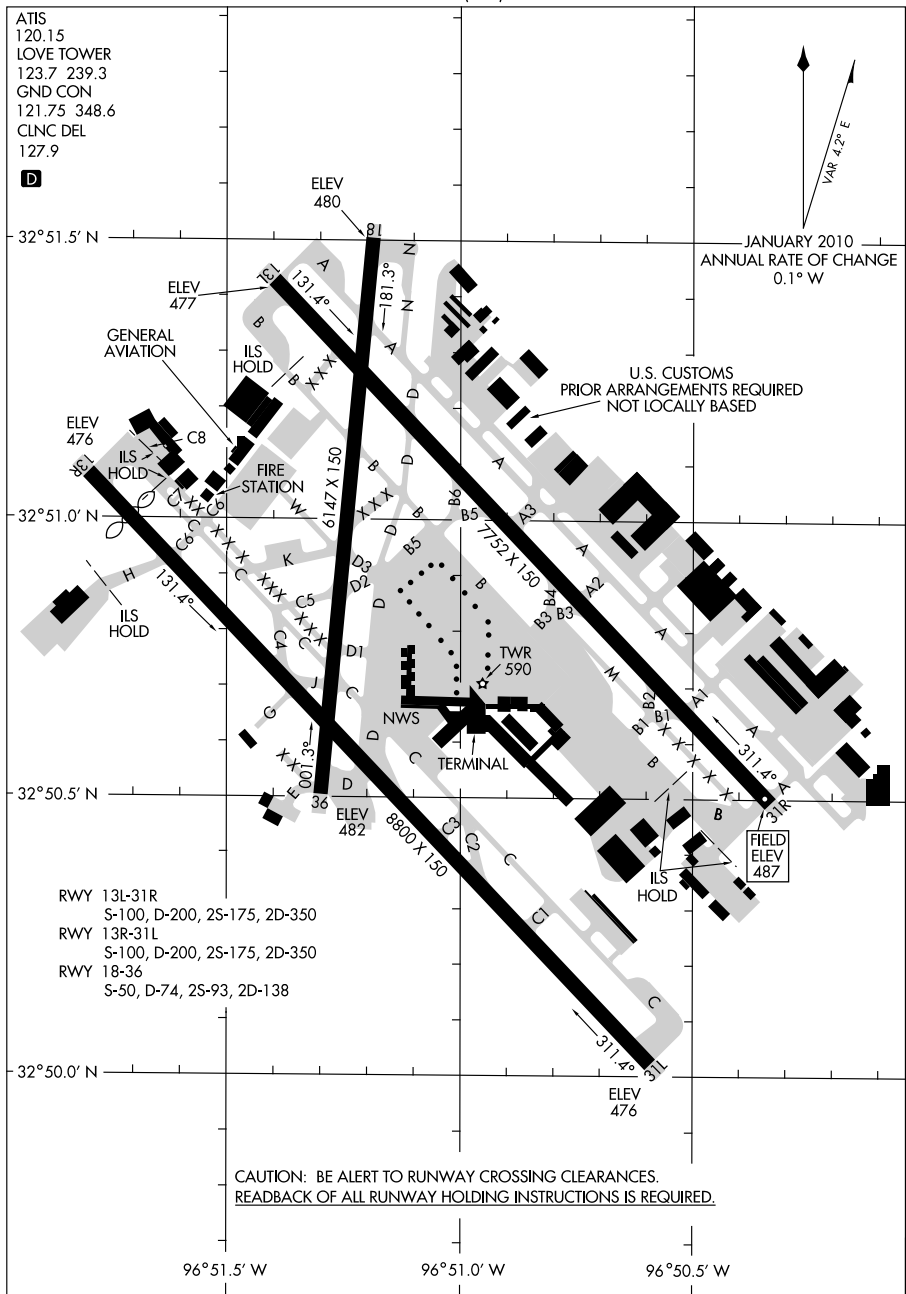
SC. 23 SEP 2010 to 18 NOV 2010

10210

# AIRPORT DIAGRAM

AL-106 (FAA)

DALLAS-LOVE FIELD (DAL.)  
DALLAS, TEXAS



# AIRPORT DIAGRAM

10210

DALLAS, TEXAS  
DALLAS-LOVE FIELD (DAL.)

10210

## AIRPORT DIAGRAM

AL-6039 (FAA)

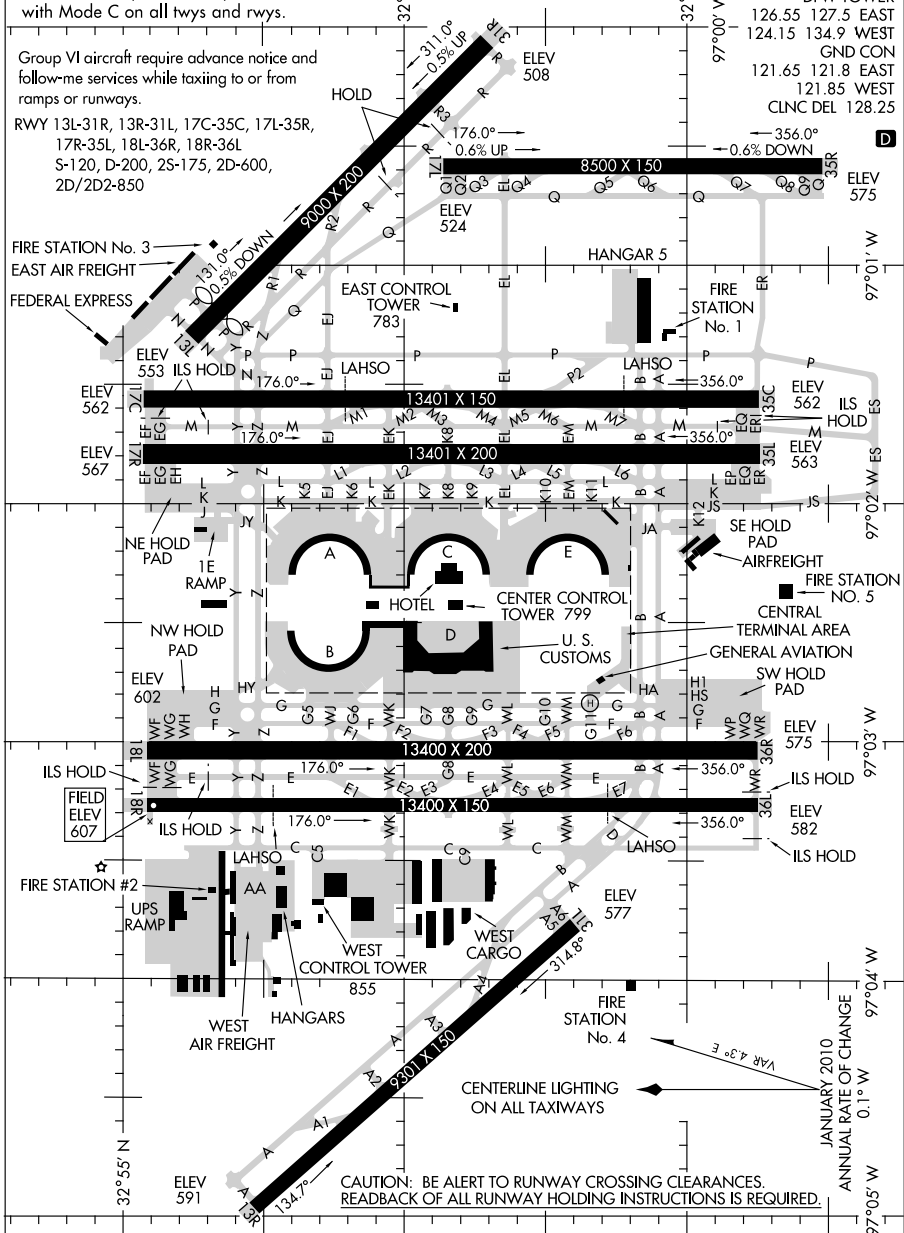
DALLAS-FORT WORTH INTL (DFW)  
DALLAS-FORT WORTH, TEXAS

ASDE-X Surveillance System in use.  
Pilots should operate transponders  
with Mode C on all twys and rwy.

Group VI aircraft require advance notice and  
follow-me services while taxiing to or from  
ramps or runways.

RWY 13L-31R, 13R-31L, 17C-35C, 17L-35R,  
17R-35L, 18L-36R, 18R-36L  
S-120, D-200, 2S-175, 2D-600,  
2D/2D2-850

ATIS ARR 123.775  
DEP 135.925  
DFW TOWER  
126.55 127.5 EAST  
124.15 134.9 WEST  
GND CON  
121.65 121.8 EAST  
121.85 WEST  
CLNC DEL 128.25



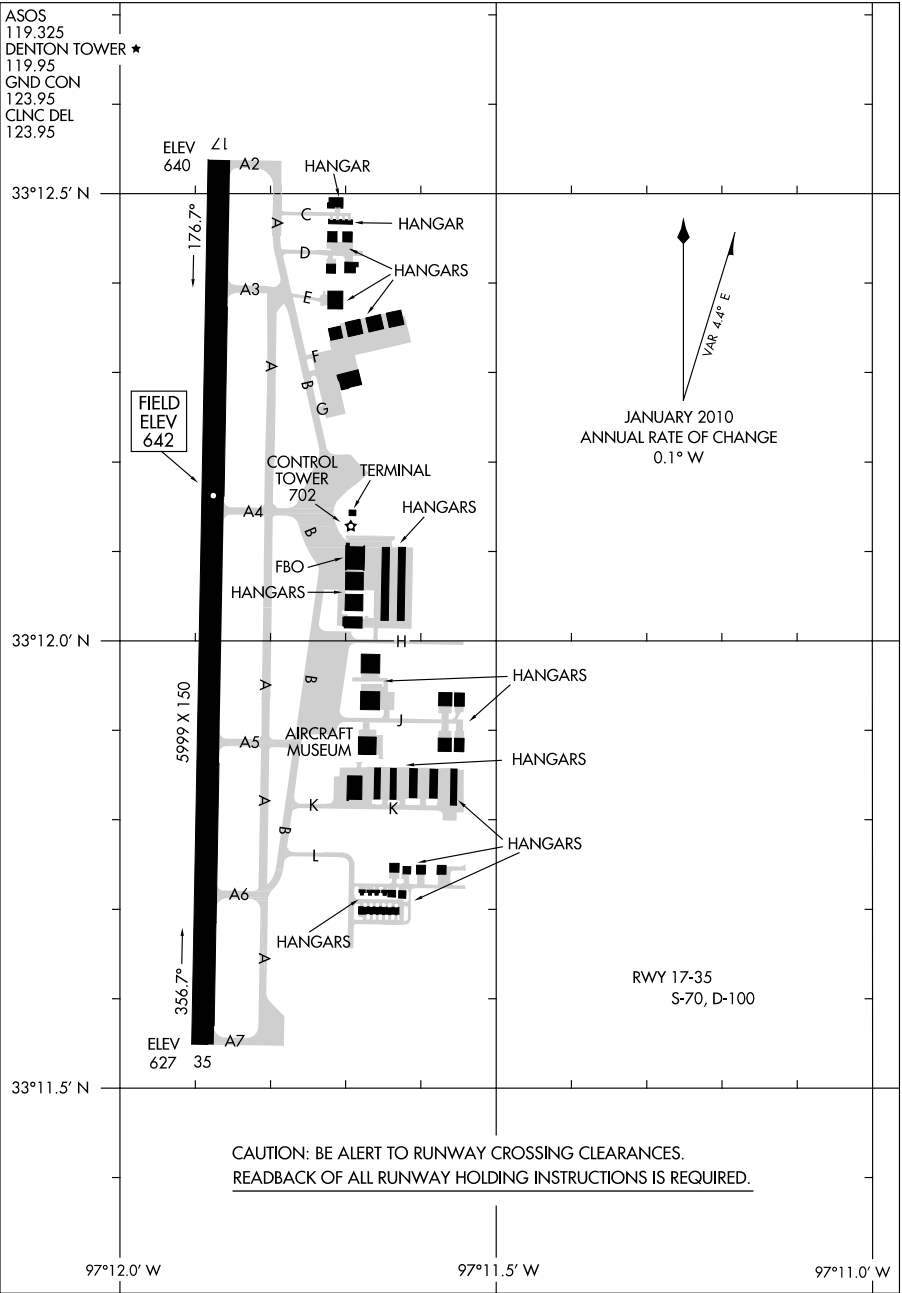
## AIRPORT DIAGRAM

10210

DALLAS-FORT WORTH, TEXAS  
DALLAS-FORT WORTH INTL (DFW)

SC. 23 SEP 2010 to 18 NOV 2010





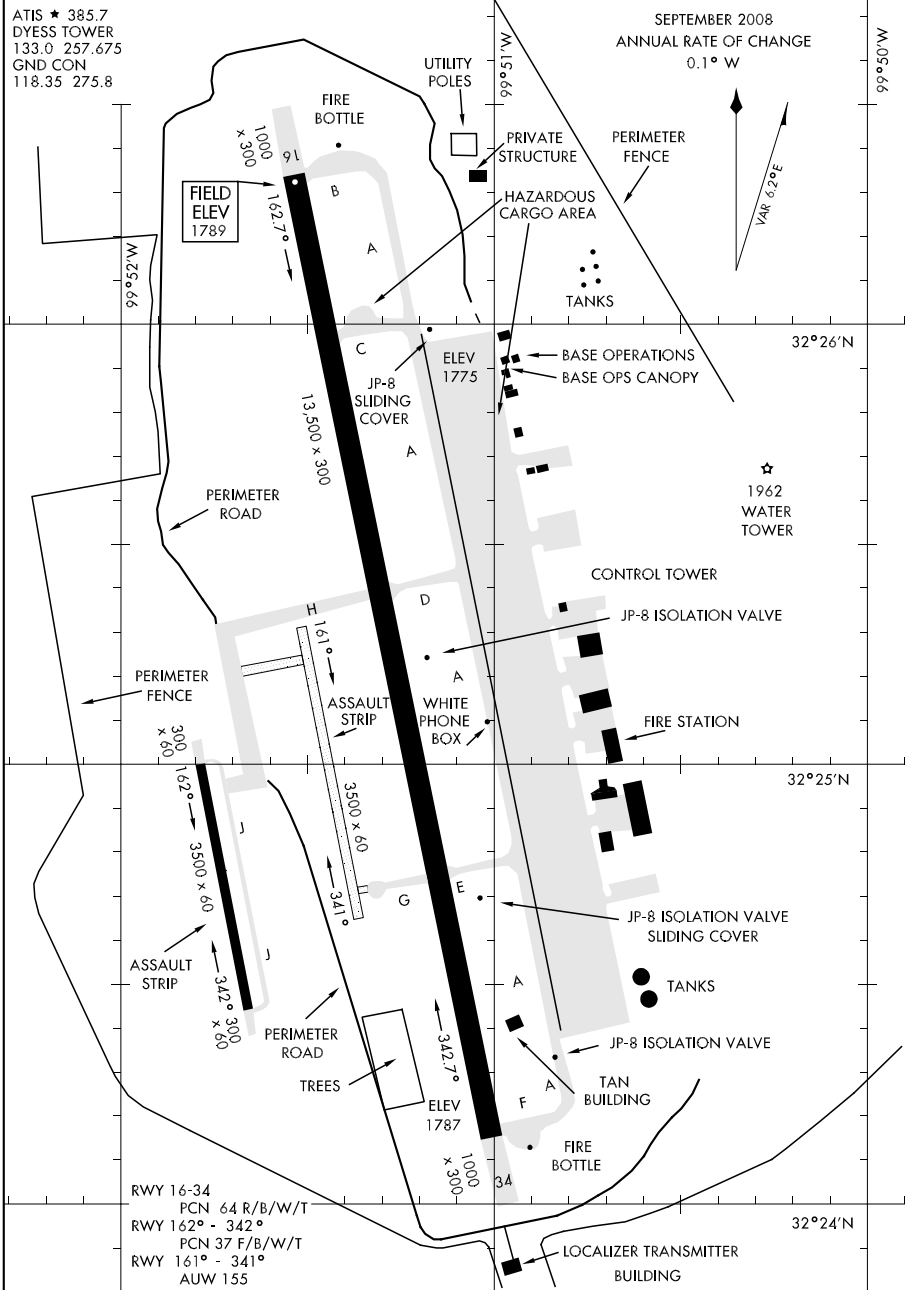
08269

# AIRPORT DIAGRAM

AFD-2 [USAF]

DYESS AFB (KDYS)

ABILENE, TEXAS



# AIRPORT DIAGRAM

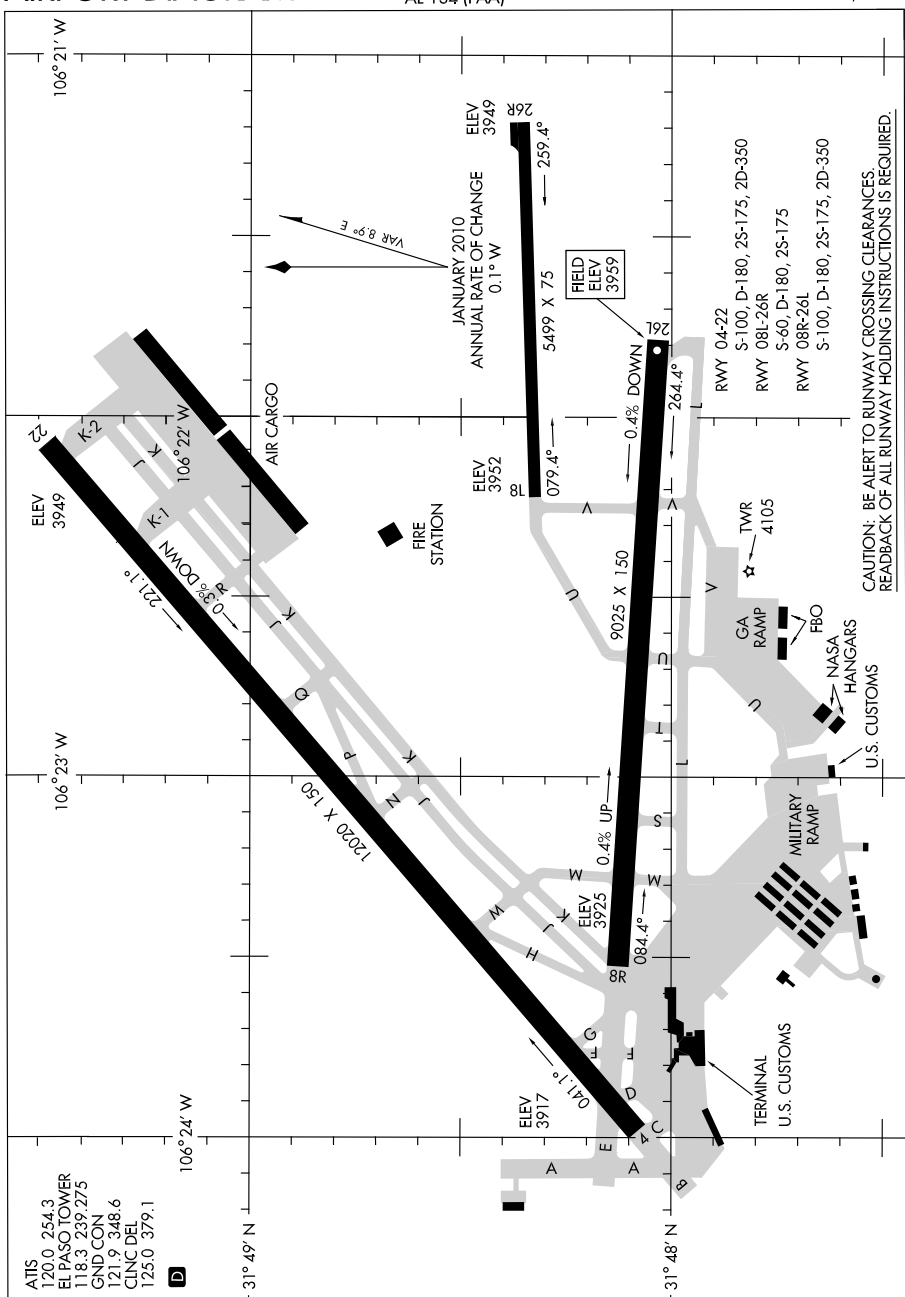
ABILENE, TEXAS

DYESS AFB (KDYS)

# AIRPORT DIAGRAM

AL-134 (FAA)

EL PASO INTL (ELP)  
EL PASO, TEXAS



# AIRPORT DIAGRAM

EL PASO, TEXAS  
EL PASO INTL (ELP)

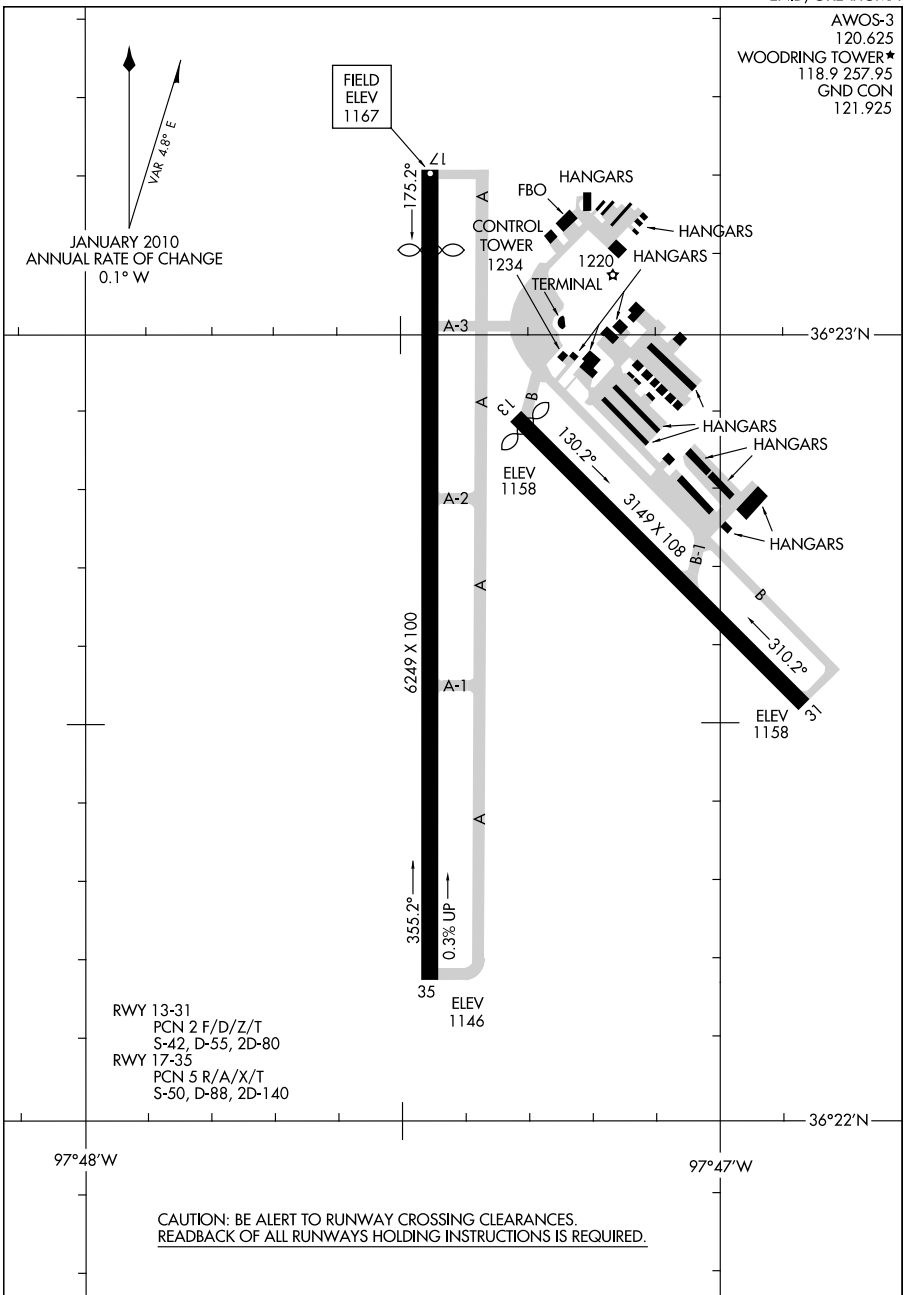
10210

# AIRPORT DIAGRAM

AL-136 (FAA)

ENID WOODRING RGNL (WDG)

ENID, OKLAHOMA



# AIRPORT DIAGRAM

10210

ENID, OKLAHOMA  
ENID WOODRING RGNL (WDG)

10210

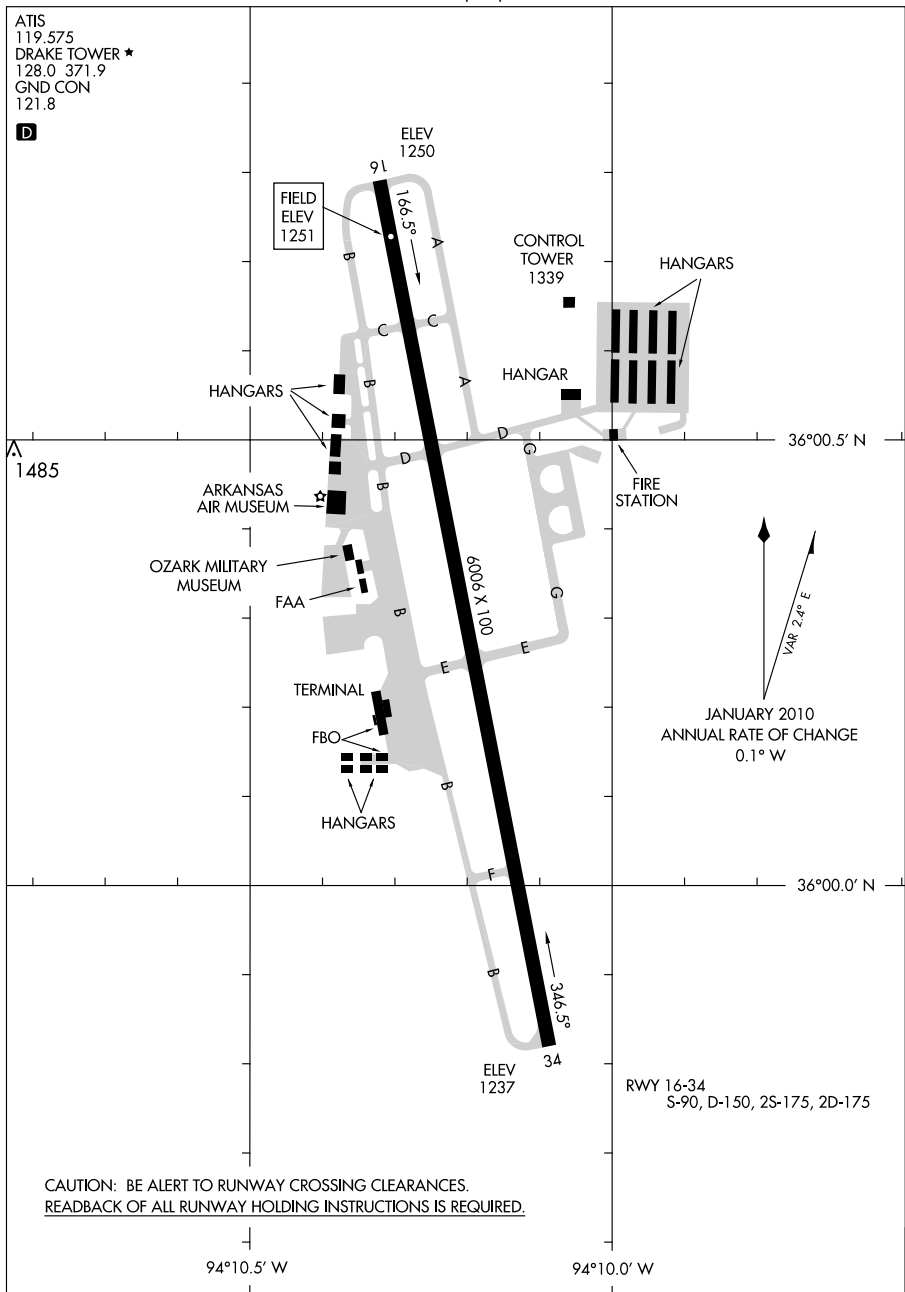
## AIRPORT DIAGRAM

AL-728 (FAA)

FAYETTEVILLE/ DRAKE FIELD (FYV)  
FAYETTEVILLE, ARKANSAS

ATIS	
119.575	
DRAKE TOWER ★	
128.0 371.9	
GND CON	
121.8	

**D**



## AIRPORT DIAGRAM

10210

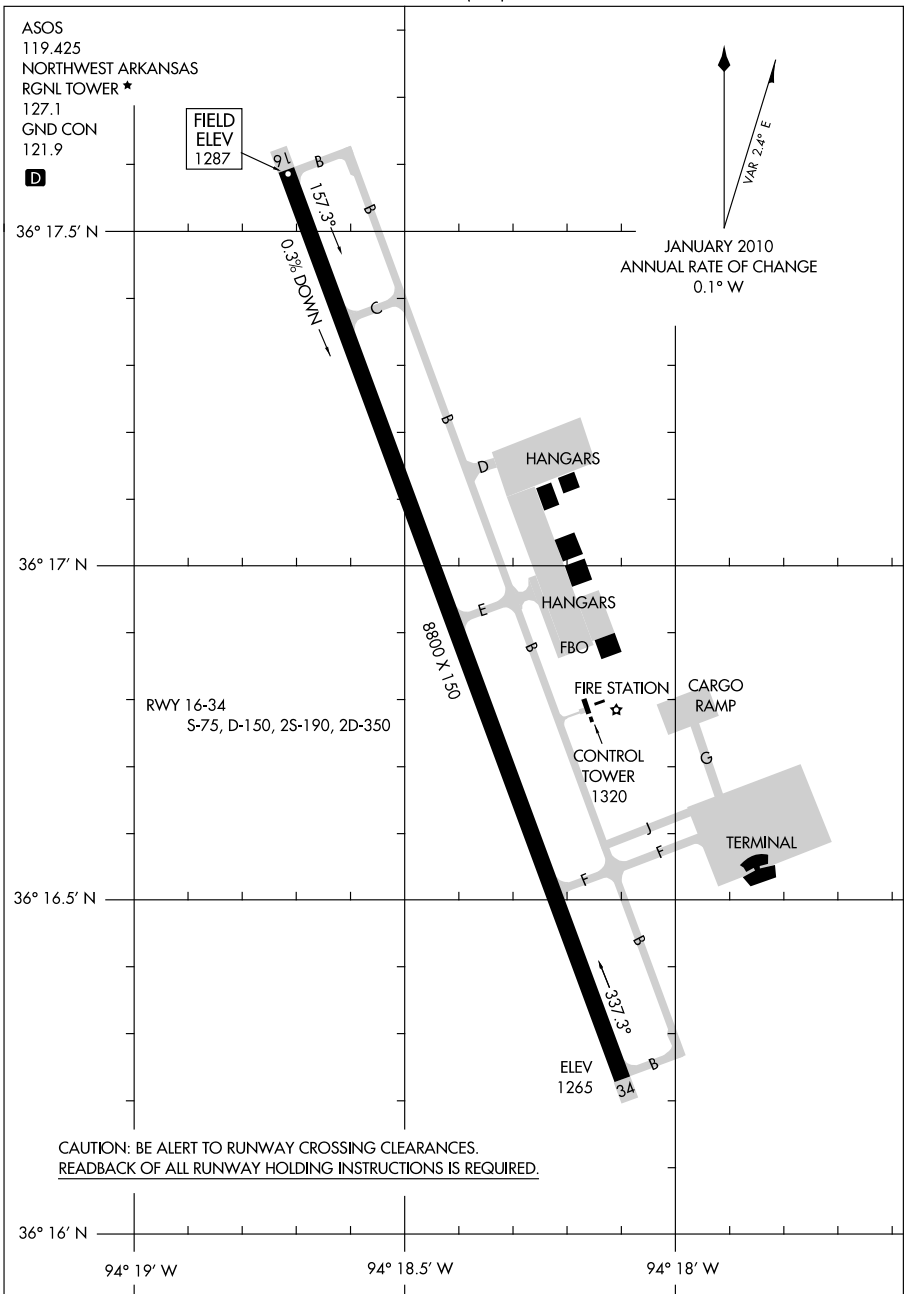
FAYETTEVILLE, ARKANSAS  
FAYETTEVILLE/DRAKE FIELD (FVV)

SC, 23 SEP 2010 to 18 NOV 2010

10210

# AIRPORT DIAGRAM

FAYETTEVILLE/ NORTHWEST ARKANSAS RGNL (XNA)  
AL-9274 (FAA) FAYETTEVILLE/SPRINGDALE/ROGERS, ARKANSAS



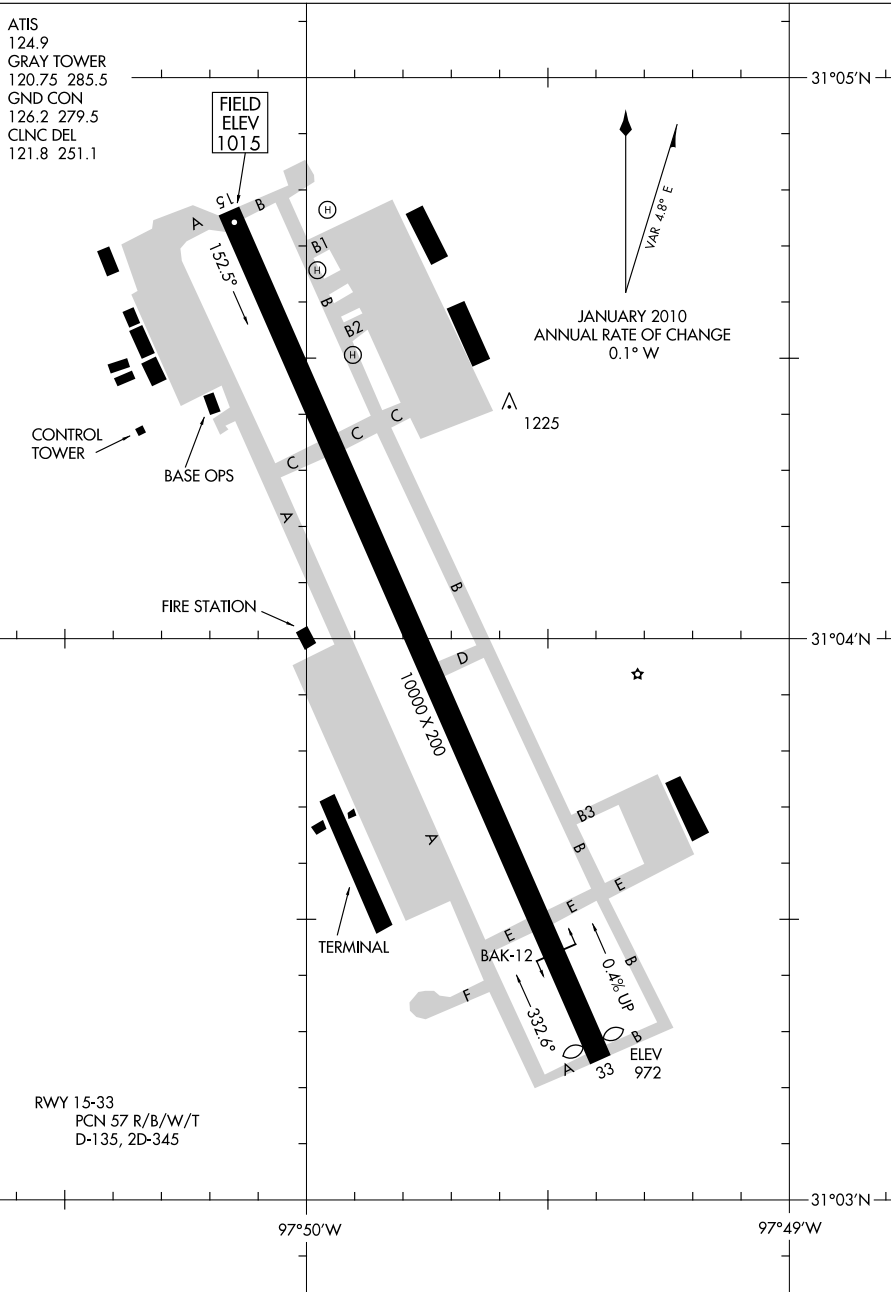
# AIRPORT DIAGRAM

10210

FAYETTEVILLE/SPRINGDALE/ROGERS, ARKANSAS  
FAYETTEVILLE/ NORTHWEST ARKANSAS RGNL (XNA)

10210  
AIRPORT DIAGRAM

FORT HOOD/KILLEEN/ ROBERT GRAY AAF (GRK)  
AL-906 (FAA) FORT HOOD/KILLEEN, TEXAS



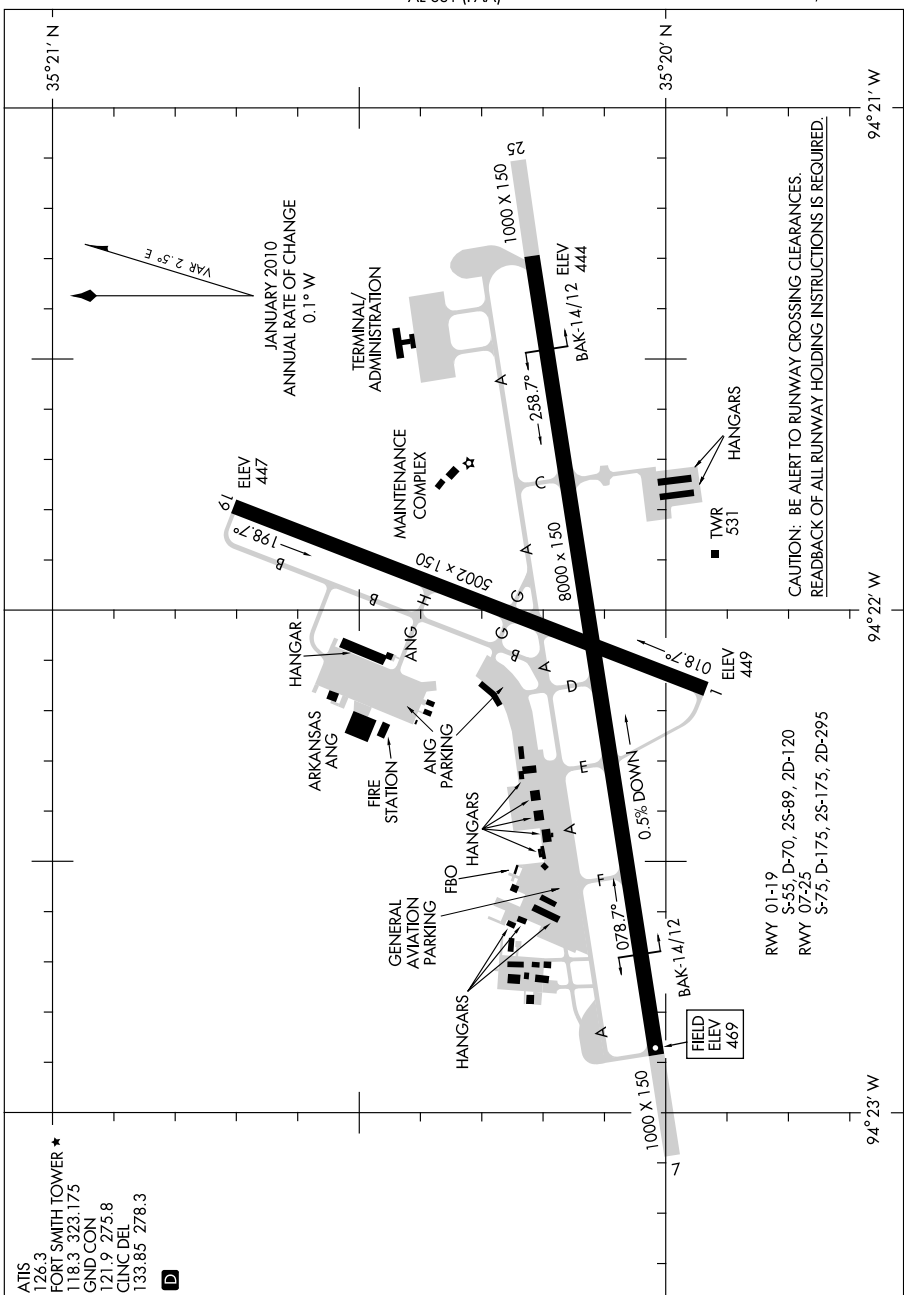
AIRPORT DIAGRAM  
10210

FORT HOOD/KILLEEN, TEXAS  
FORT HOOD/KILLEEN/ ROBERT GRAY AAF (GRK)

10210

## AIRPORT DIAGRAM

AL-631 (FAA)

FORT SMITH RGNL (F<sup>SM</sup>)  
FORT SMITH, ARKANSAS

## AIRPORT DIAGRAM

10210

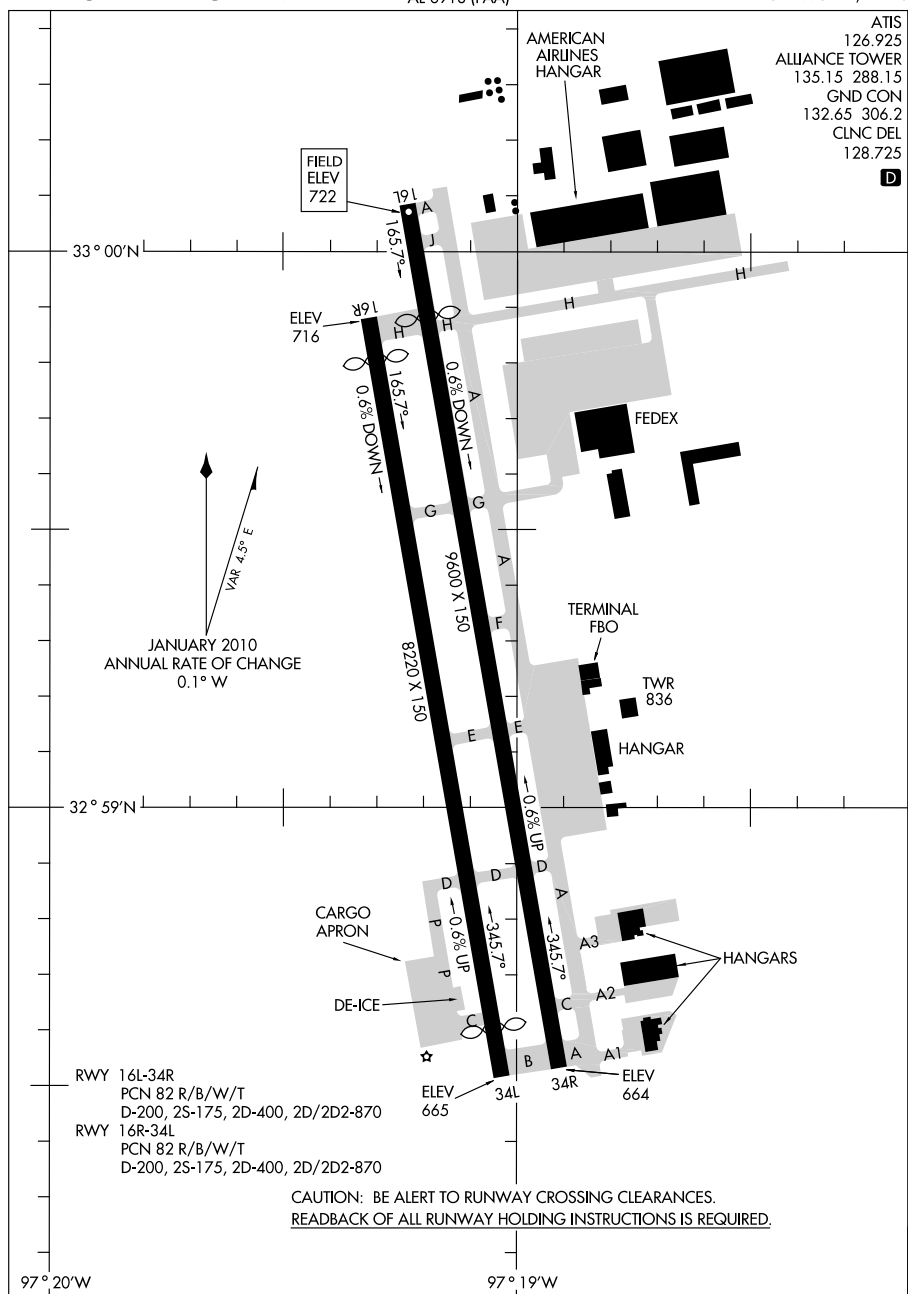
FORT SMITH, ARKANSAS  
FORT SMITH RGNL (F<sup>SM</sup>)



## AIRPORT DIAGRAM

AL-6918 (FAA)

FORT WORTH ALLIANCE (AFW)  
FORT WORTH, TEXAS



## AIRPORT DIAGRAM

10266

FORT WORTH, TEXAS  
FORT WORTH ALLIANCE (AFW)

SC, 23 SEP 2010 to 18 NOV 2010

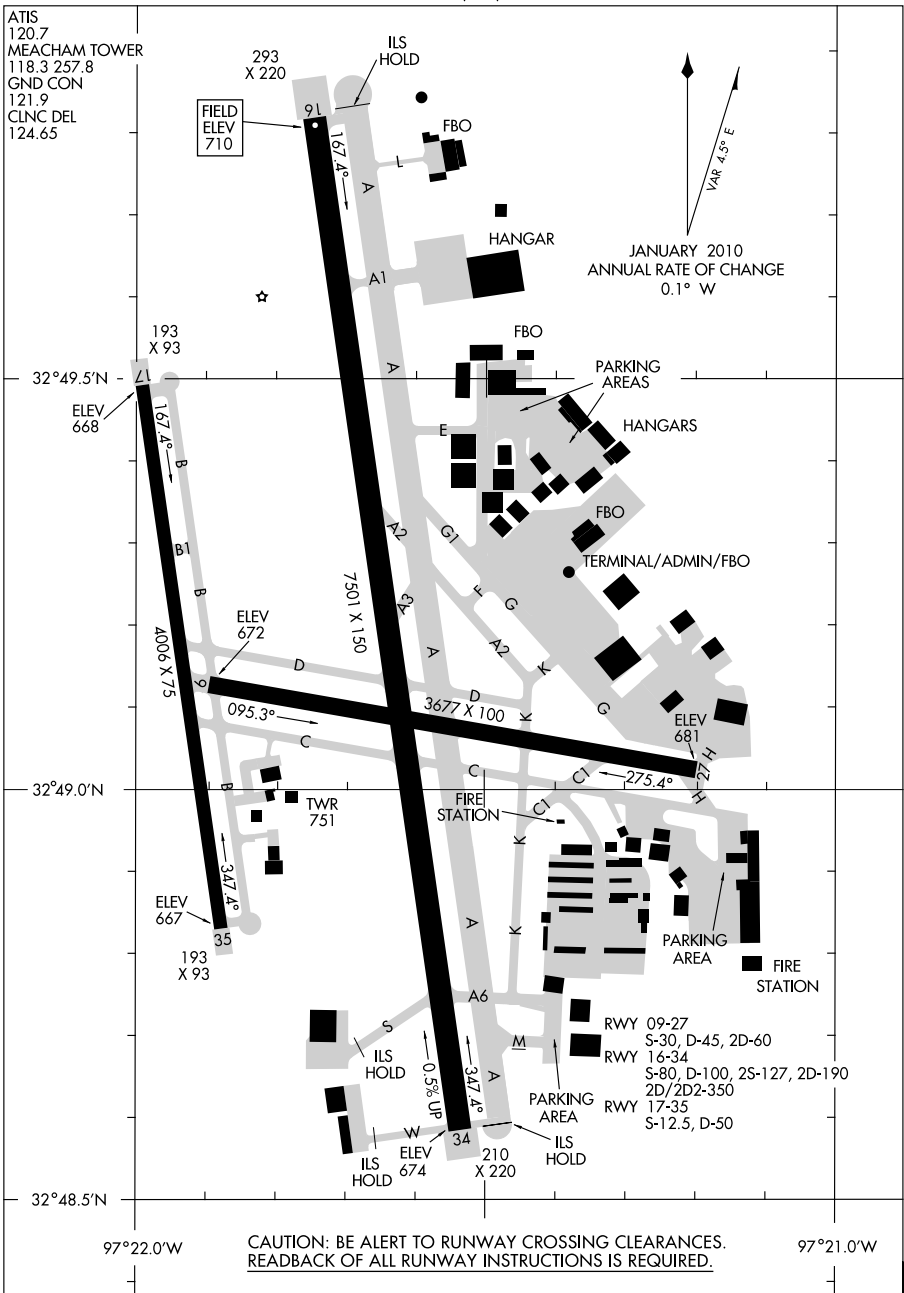
10266

# AIRPORT DIAGRAM

AL-159 (FAA)

FORT WORTH MEACHAM INTL (FTW)  
FORT WORTH, TEXAS

ATIS  
120.7  
MEACHAM TOWER  
118.3 257.8  
GND CON  
121.9  
CLNC DEL  
124.65



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY INSTRUCTIONS IS REQUIRED.

# AIRPORT DIAGRAM

10266

FORT WORTH, TEXAS  
FORT WORTH MEACHAM INTL (FTW)

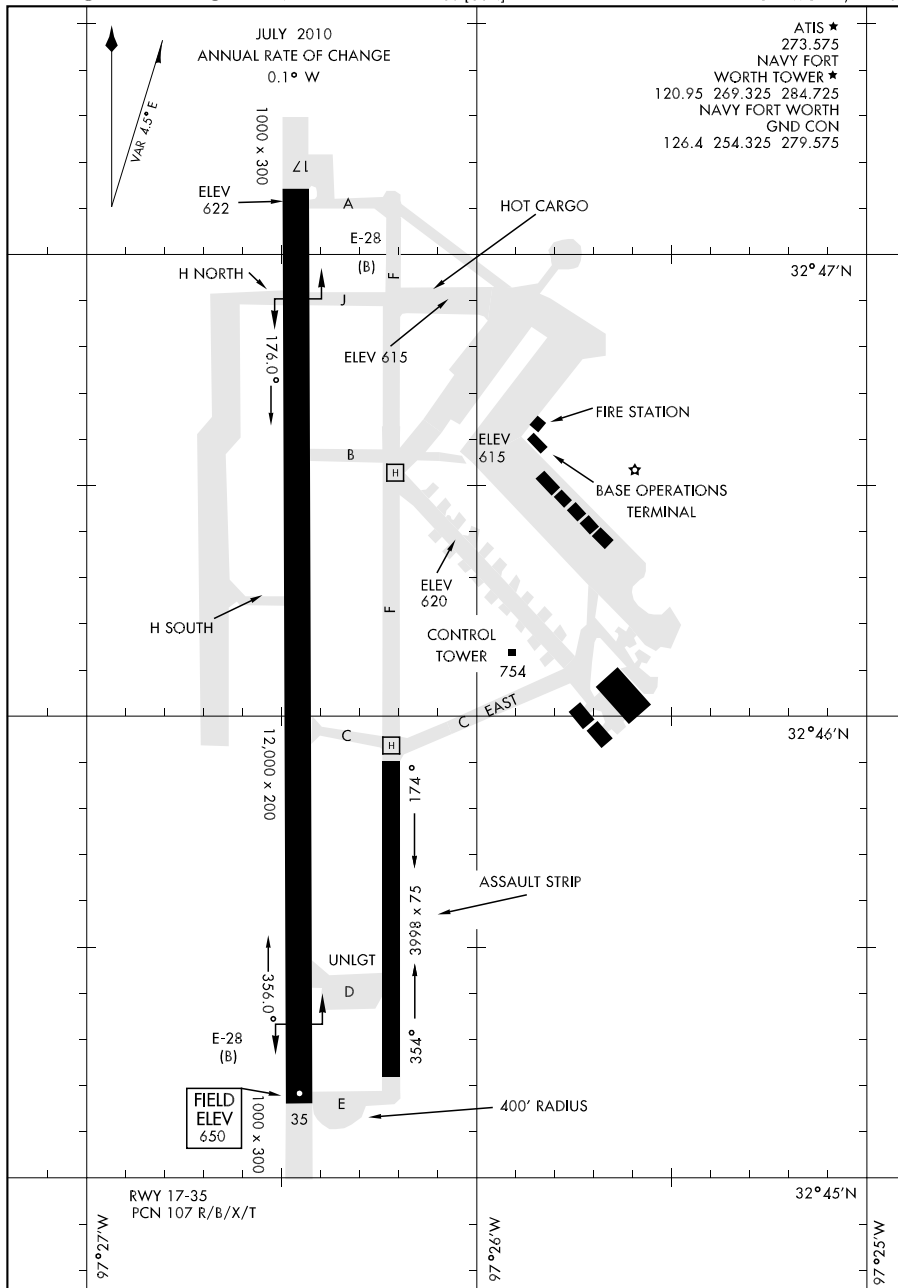
10210

## AIRPORT DIAGRAM

AFD-160 [USN]

FORT WORTH NAS JRB (CARSWELL FLD) (KNFW)

FORT WORTH, TEXAS



## AIRPORT DIAGRAM

FORT WORTH, TEXAS

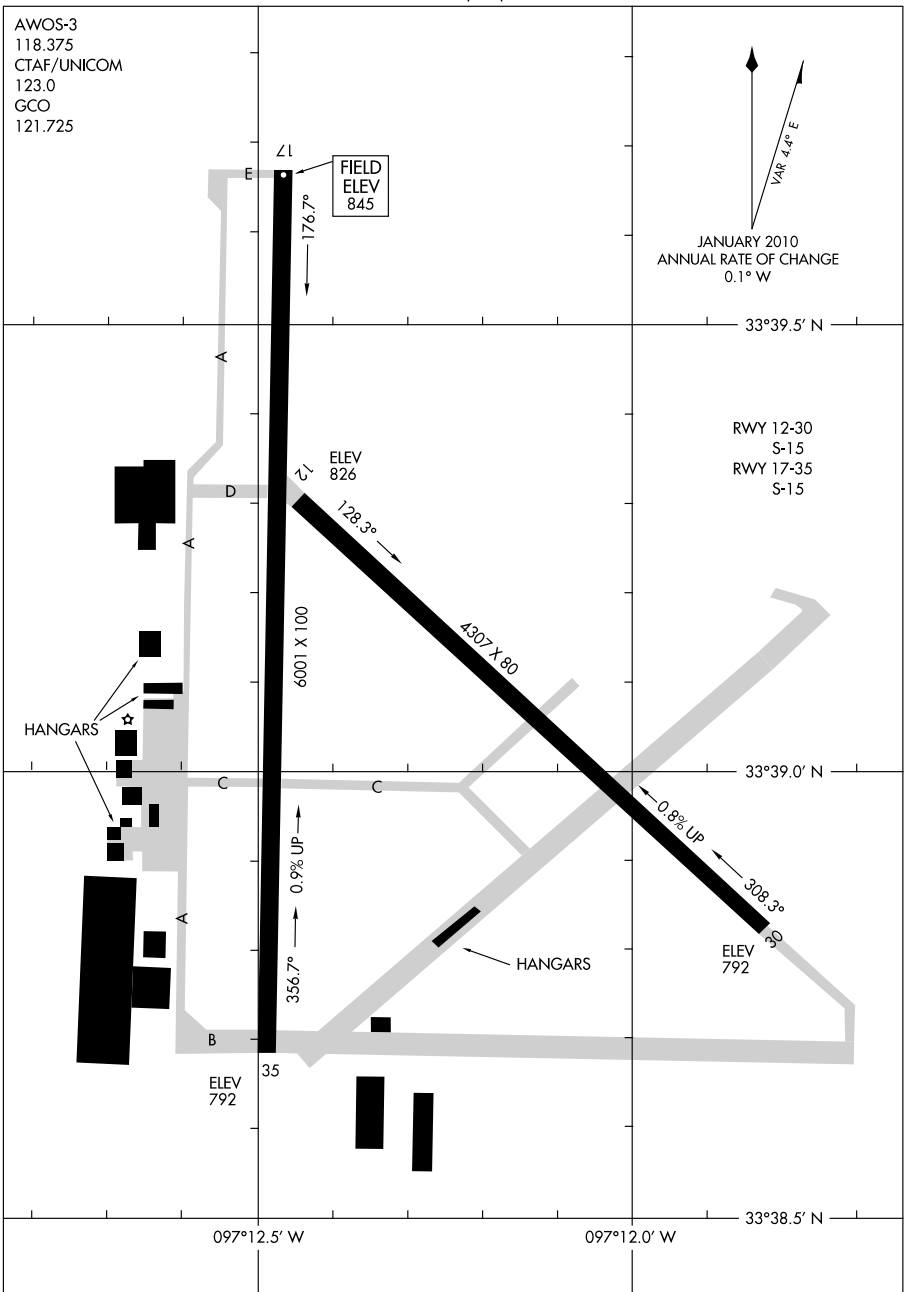
FORT WORTH NAS JRB (CARSWELL FLD) (KNFW)

10210

# AIRPORT DIAGRAM

AL-6113 (FAA)

GAINESVILLE MUNI (GLE)  
GAINESVILLE, TEXAS



# AIRPORT DIAGRAM

10210

GAINESVILLE, TEXAS  
GAINESVILLE MUNI (GLE)

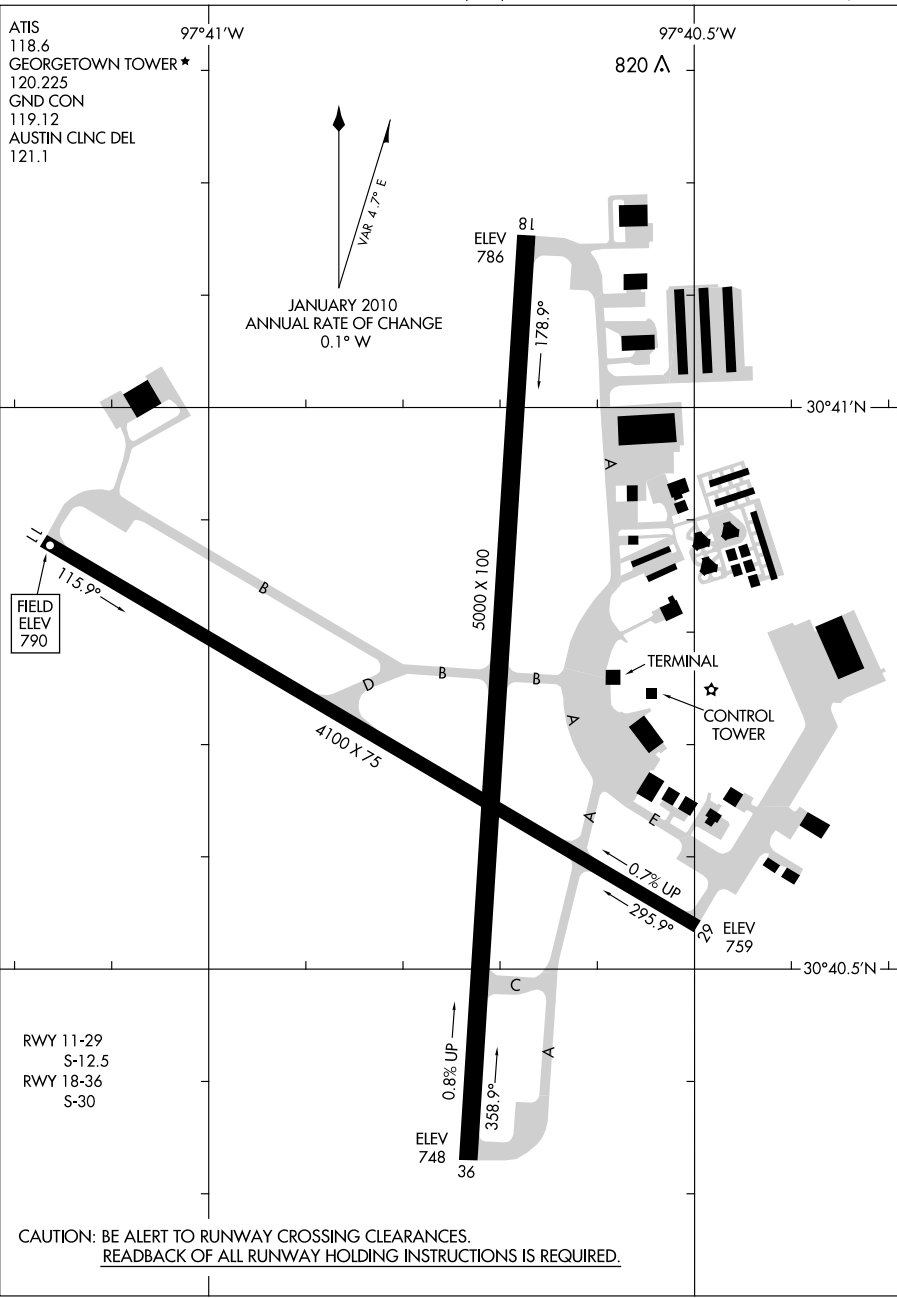
SC. 23 SEP 2010 to 18 NOV 2010

10210

AIRPORT DIAGRAM

AL-5724 (FAA)

GEORGETOWN MUNI (GTU)  
GEORGETOWN, TEXAS



AIRPORT DIAGRAM

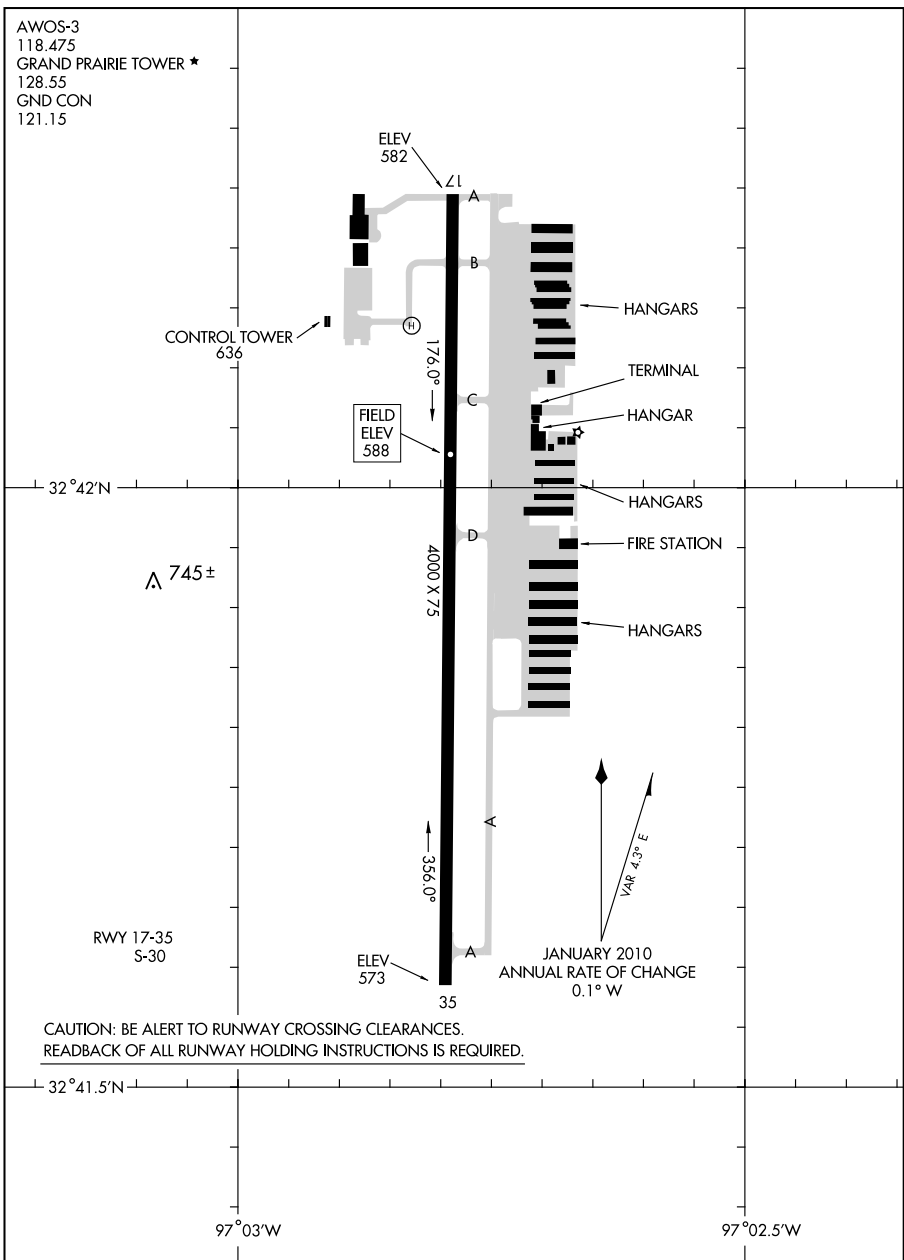
10210

GEORGETOWN, TEXAS  
GEORGETOWN MUNI (GTU)

10210

# AIRPORT DIAGRAM

GRAND PRAIRIE / GRAND PRAIRIE MUNI (GPM)  
AL-9209 (FAA) GRAND PRAIRIE, TEXAS



# AIRPORT DIAGRAM

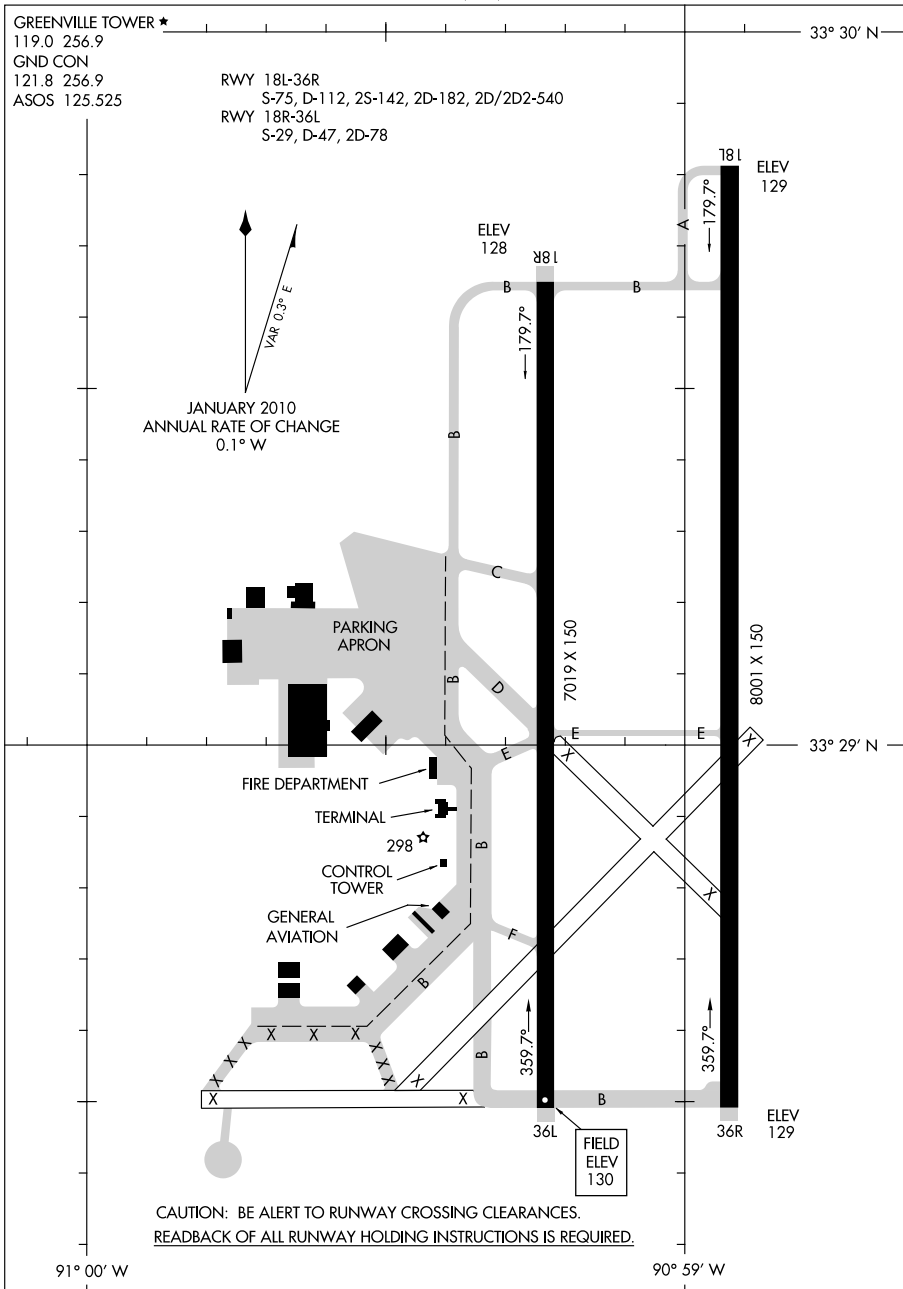
10210

GRAND PRAIRIE, TEXAS  
GRAND PRAIRIE MUNI (GPM)

10210

## AIRPORT DIAGRAM

AL-572 (FAA)

GREENVILLE/MID DELTA RGNL (GLH)  
GREENVILLE, MISSISSIPPI

## AIRPORT DIAGRAM

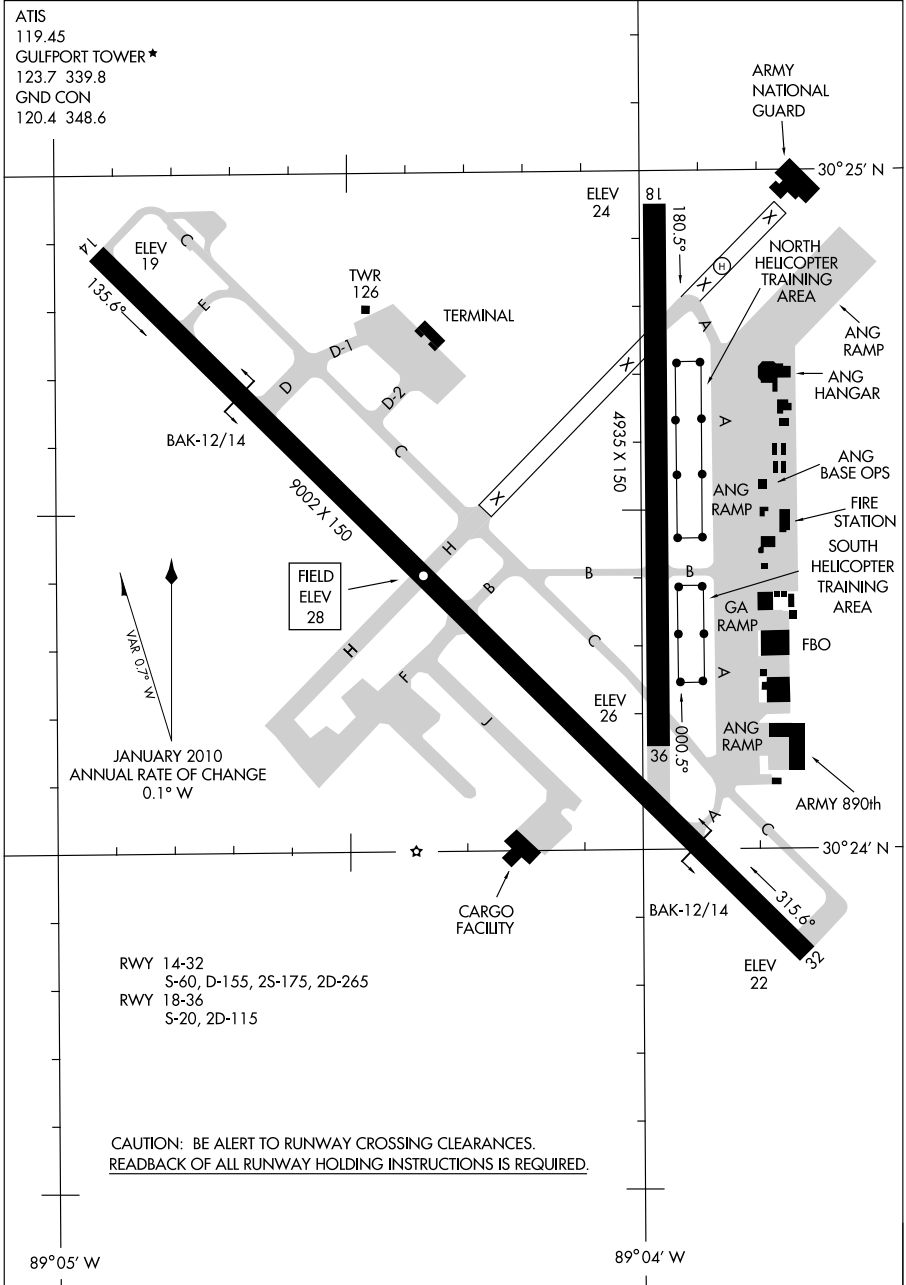
10210

GREENVILLE, MISSISSIPPI  
GREENVILLE/MID DELTA RGNL (GLH)

10210

## AIRPORT DIAGRAM

AL-576 (FAA)

GULFPORT-BILOXI INTL (GPT)  
GULFPORT, MISSISSIPPI

## AIRPORT DIAGRAM

10210

GULFPORT, MISSISSIPPI  
GULFPORT-BILOXI INTL (GPT)

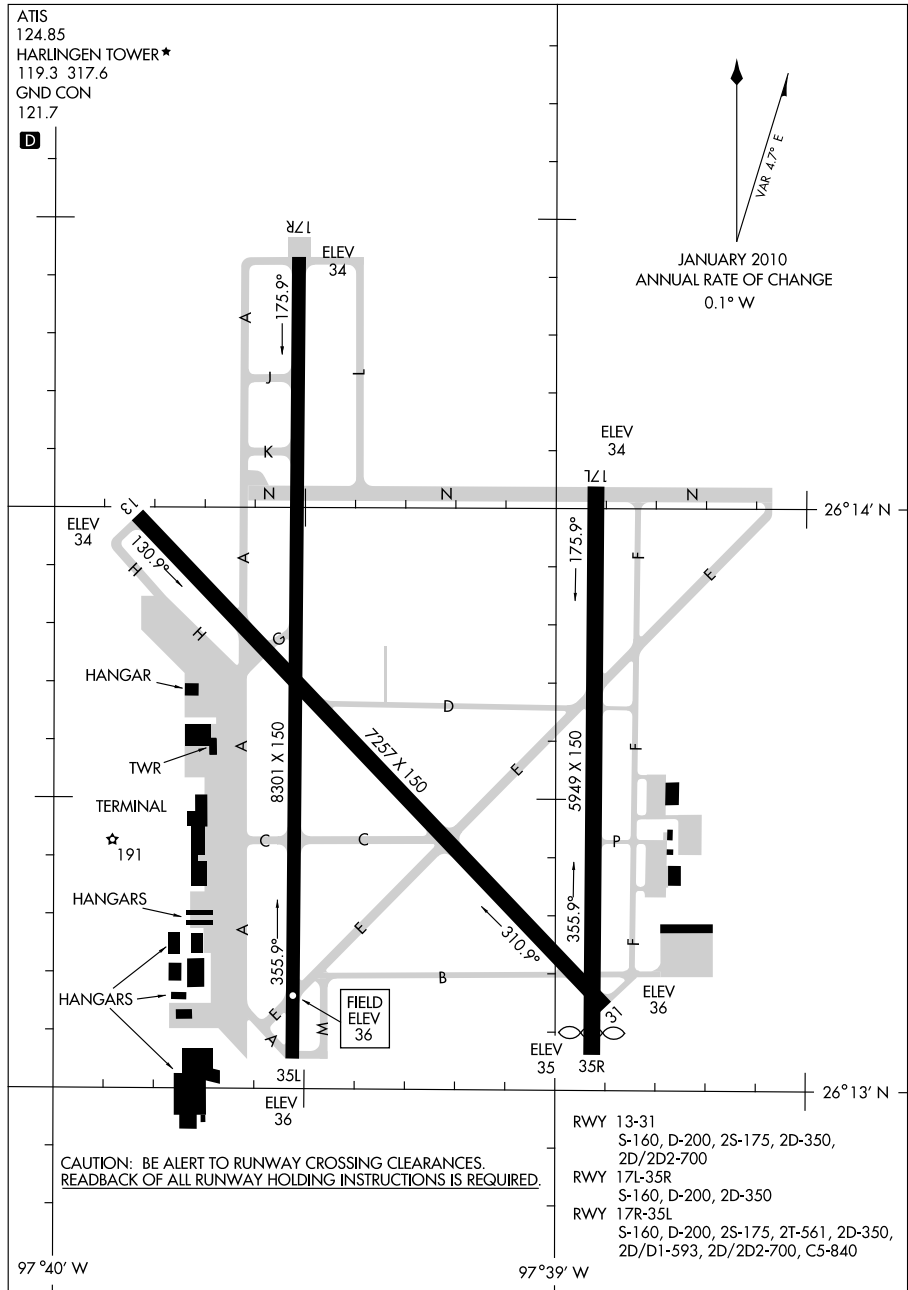


10210

# AIRPORT DIAGRAM

AL-827 (FAA)

HARLINGEN/ VALLEY INTL (HRL)  
HARLINGEN, TEXAS



# AIRPORT DIAGRAM

10210

HARLINGEN, TEXAS  
HARLINGEN/ VALLEY INTL (HRL)

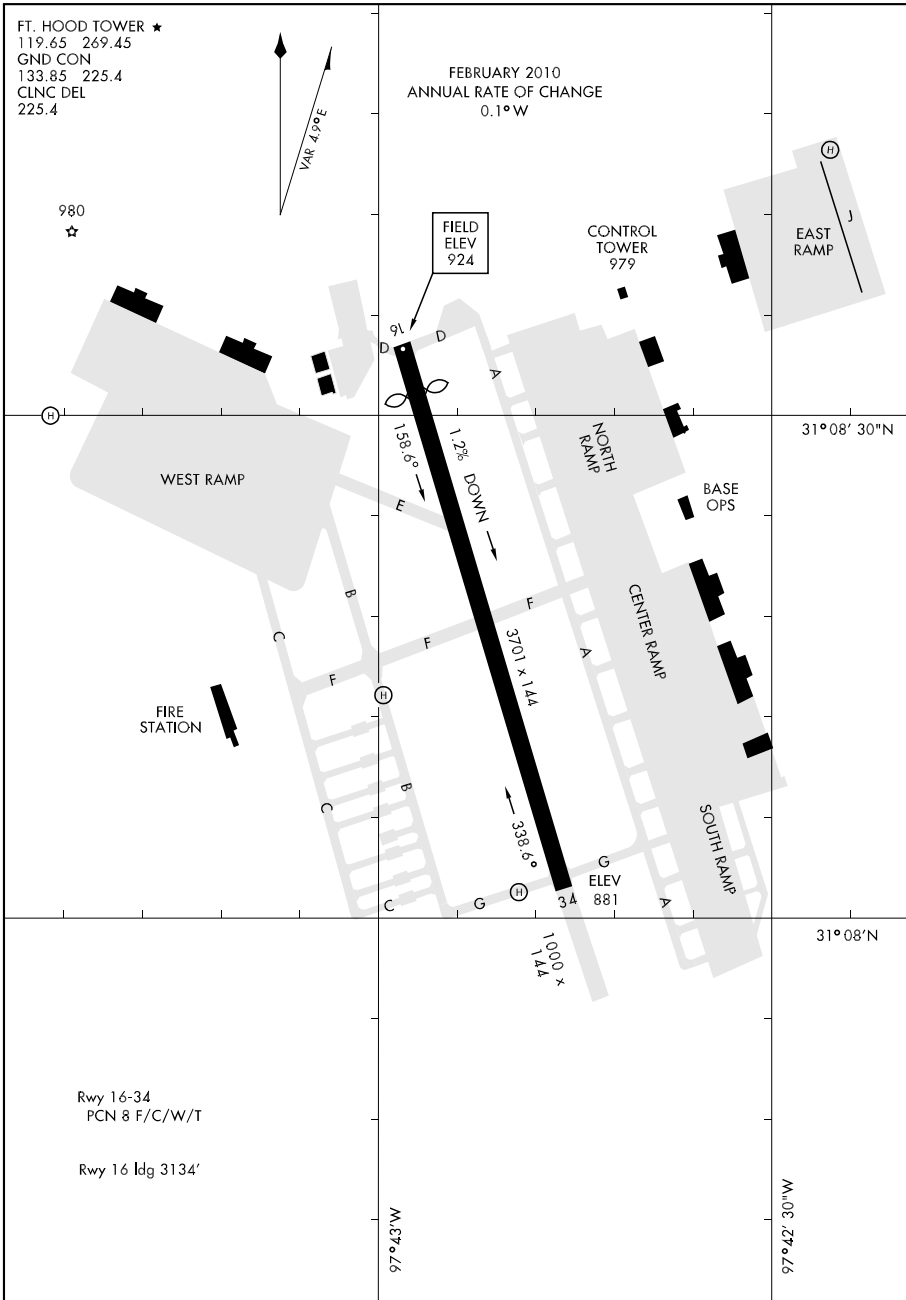
10042

HOOD AAF (KHLR)

FT HOOD, TEXAS

## AIRPORT DIAGRAM

AFD-5031 [USA]



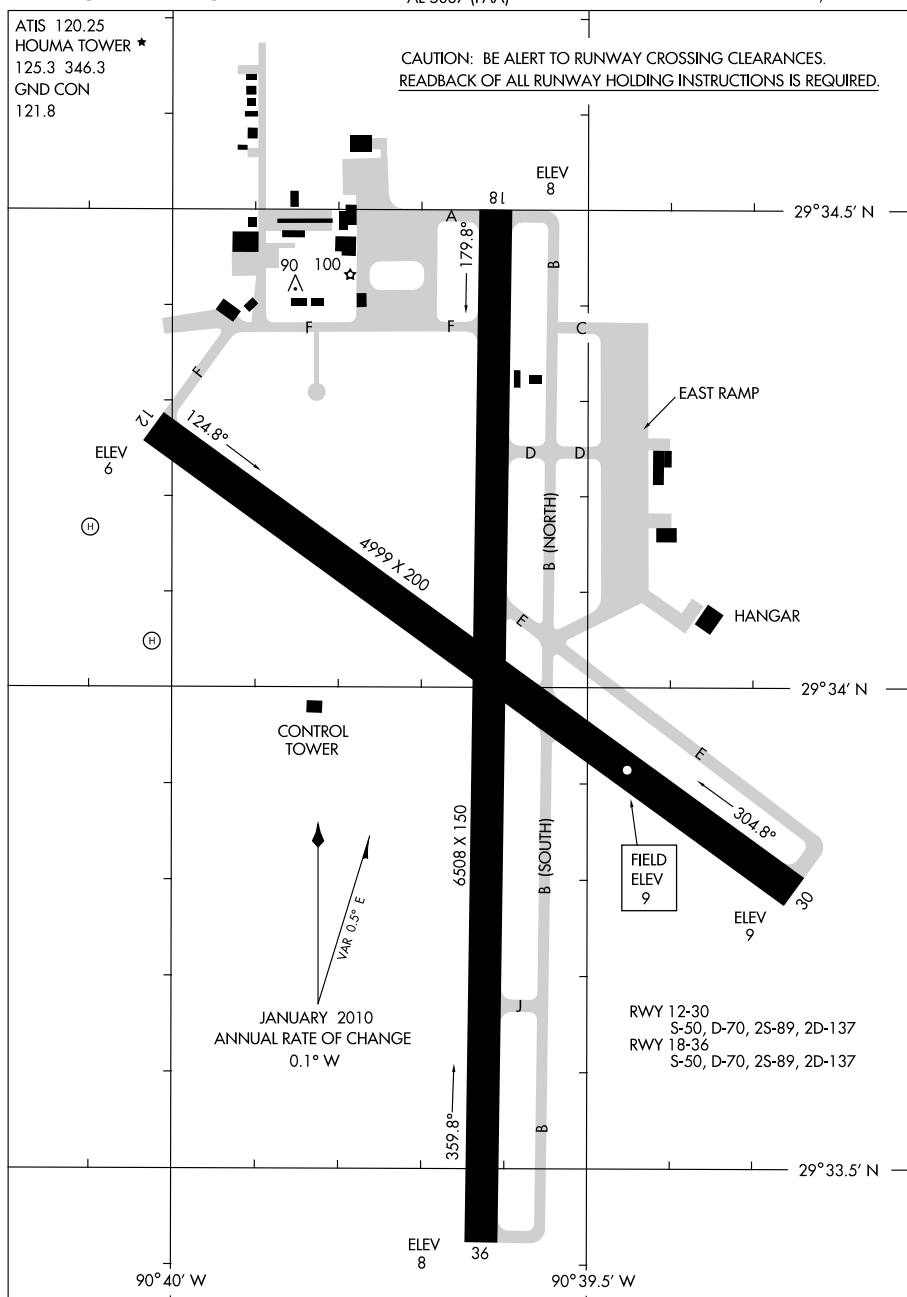
## AIRPORT DIAGRAM

FT HOOD, TEXAS

HOOD AAF (KHLR)

## AIRPORT DIAGRAM

HOUMA-TERREBONNE (HUM)  
HOUMA, LOUISIANA



## AIRPORT DIAGRAM

HOUMA, LOUISIANA  
HOUMA-TERREBONNE (HUM)

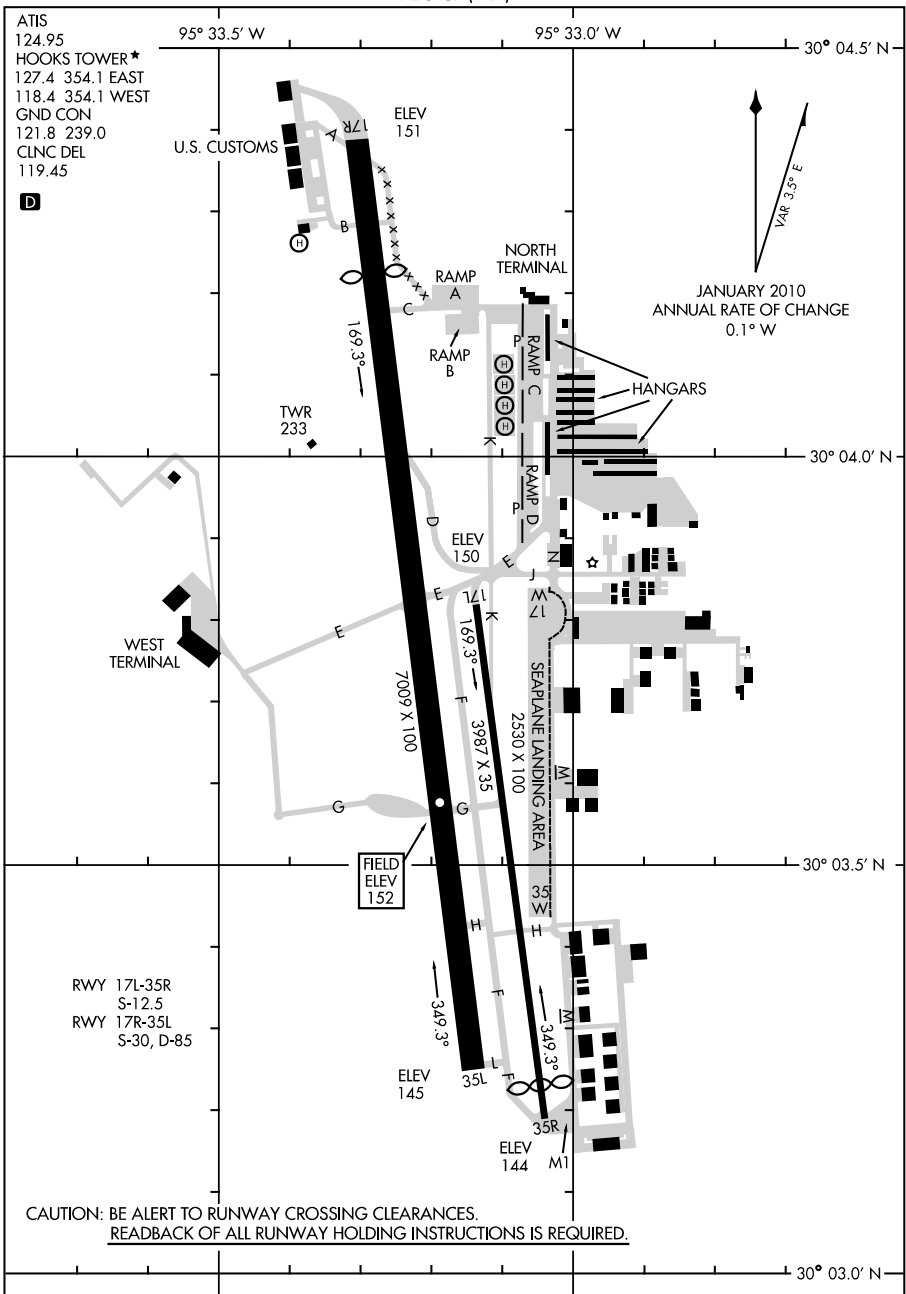
SC, 23 SEP 2010 to 18 NOV 2010

10266

# AIRPORT DIAGRAM

HOUSTON/DAVID WAYNE HOOKS MEMORIAL (DWH)  
AL-5457 (FAA)

HOUSTON, TEXAS



# AIRPORT DIAGRAM

HOUSTON, TEXAS  
HOUSTON/DAVID WAYNE HOOKS MEMORIAL (DWH)

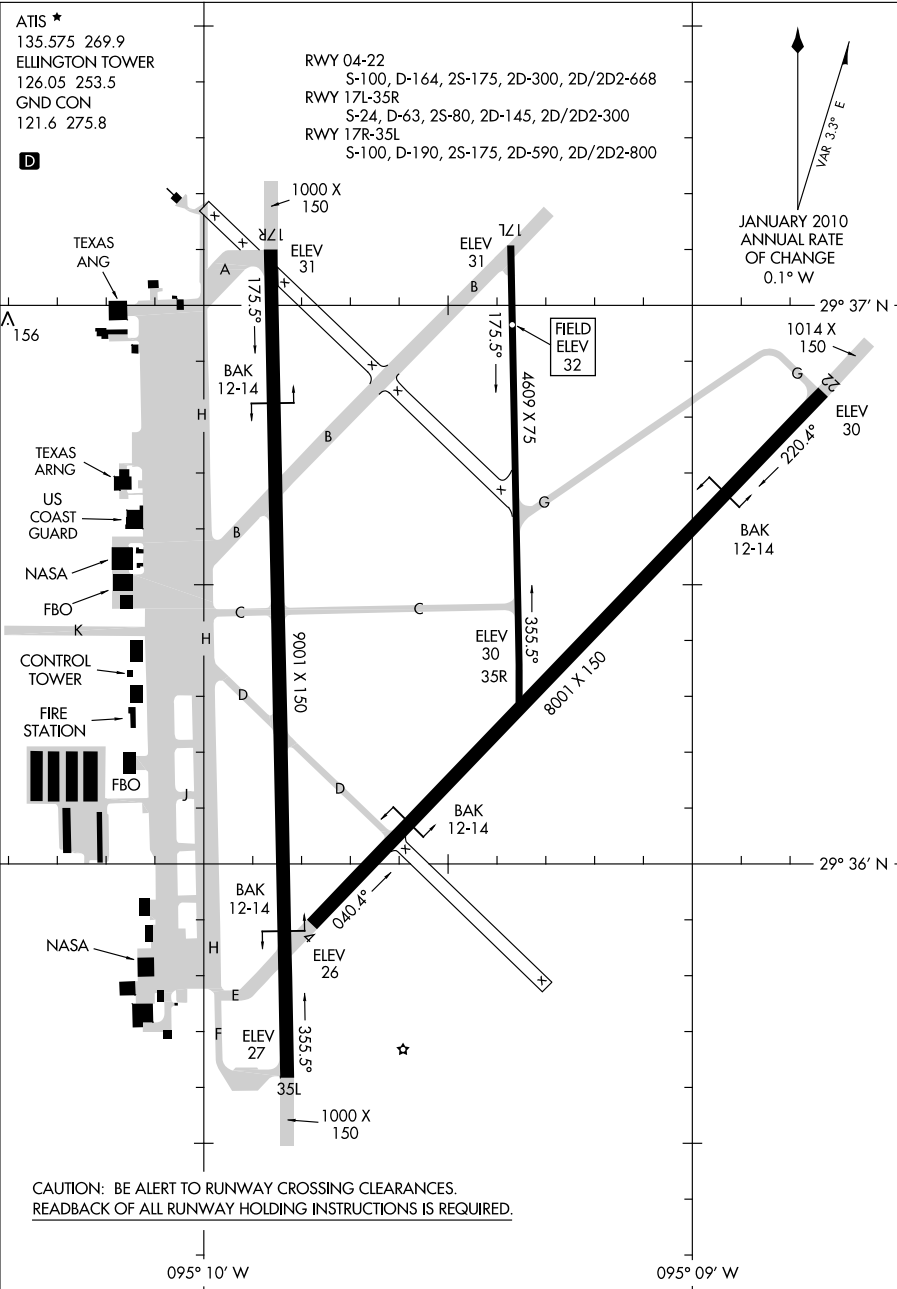
10266

10210

AIRPORT DIAGRAM

AL-197 (FAA)

HOUSTON/ ELLINGTON FIELD (EFD)  
HOUSTON, TEXAS



AIRPORT DIAGRAM

10210

HOUSTON, TEXAS  
HOUSTON/ ELLINGTON FIELD (EFD)



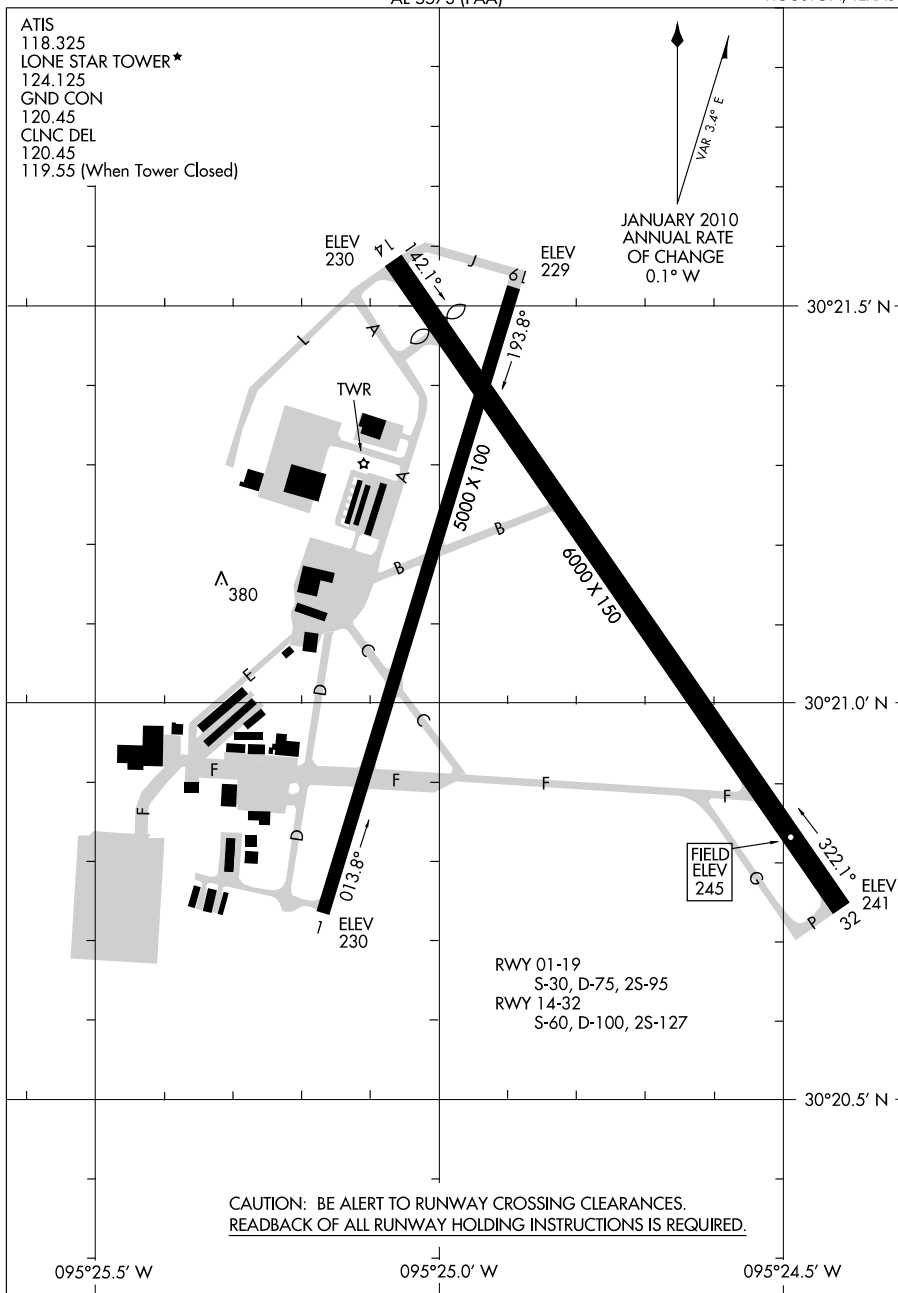
# AIRPORT DIAGRAM

10210

HOUSTON/ LONE STAR EXECUTIVE (C XO)  
AL-5573 (FAA) HOUSTON, TEXAS

ATIS  
118.325  
LONE STAR TOWER ★  
124.125  
GND CON  
120.45  
CLNC DEL  
120.45  
119.55 (When Tower Closed)

VAR 3.4° E  
JANUARY 2010  
ANNUAL RATE  
OF CHANGE  
0.1° W



# AIRPORT DIAGRAM

10210

HOUSTON, TEXAS  
HOUSTON/ LONE STAR EXECUTIVE (C XO)

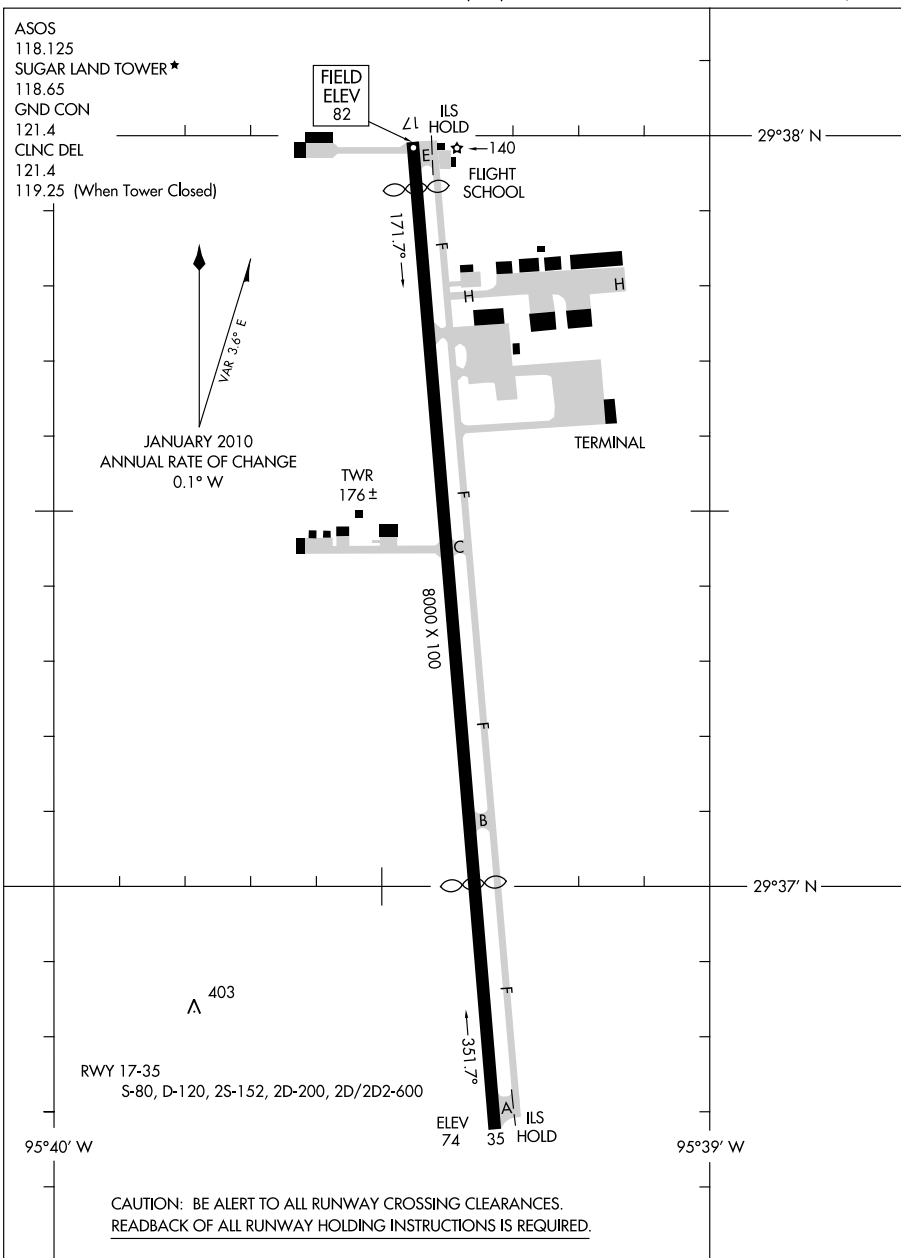
SC. 23 SEP 2010 to 18 NOV 2010

10210

## AIRPORT DIAGRAM

AL-5537 (FAA)

HOUSTON/ SUGAR LAND RGNL (SGR)  
HOUSTON, TEXAS



## AIRPORT DIAGRAM

10210

HOUSTON, TEXAS  
HOUSTON/ SUGAR LAND RGNL (SGR)



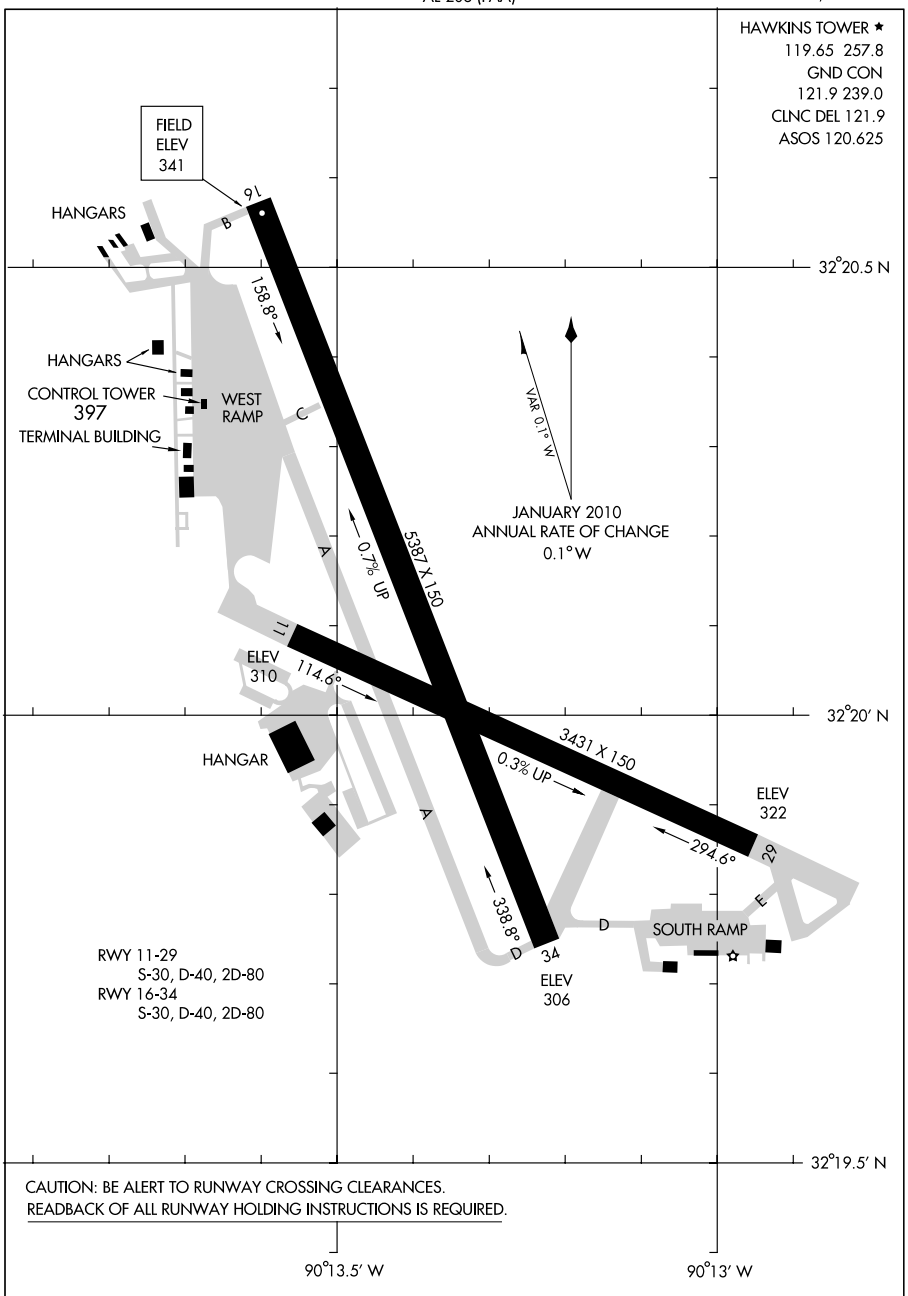


10210

# AIRPORT DIAGRAM

AL-206 (FAA)

JACKSON/HAWKINS FIELD (HKS)  
JACKSON, MISSISSIPPI



# AIRPORT DIAGRAM

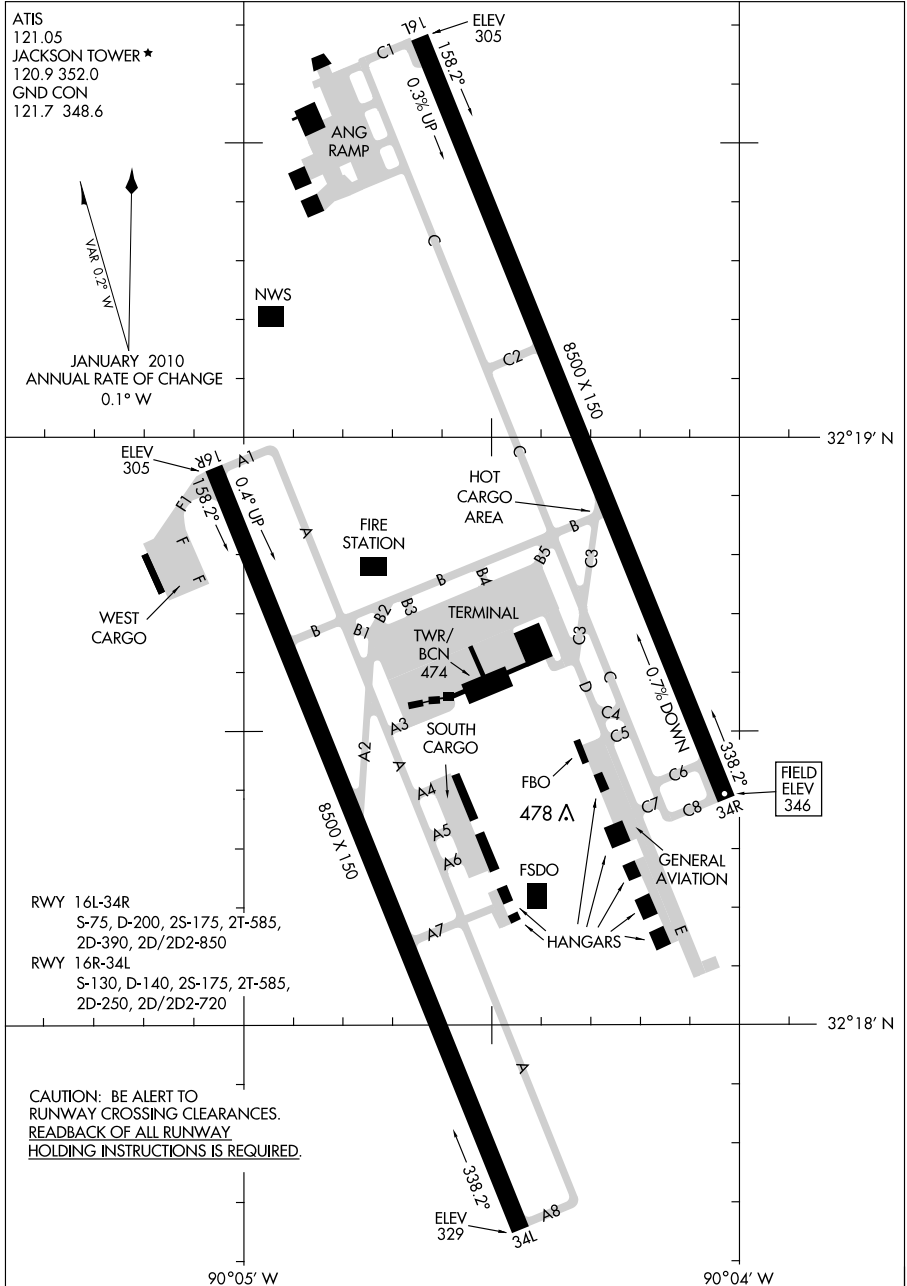
10210

JACKSON, MISSISSIPPI  
JACKSON/HAWKINS FIELD (HKS)

SC. 23 SEP 2010 to 18 NOV 2010

10210

## AIRPORT DIAGRAM

JACKSON-EVERS INTL (JAN)  
JACKSON, MISSISSIPPI

## AIRPORT DIAGRAM

10210

JACKSON, MISSISSIPPI  
JACKSON-EVERS INTL (JAN)

SC. 23 SEP 2010 to 18 NOV 2010

09239

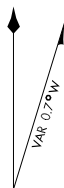
# AIRPORT DIAGRAM

AFD-49 [USAF]

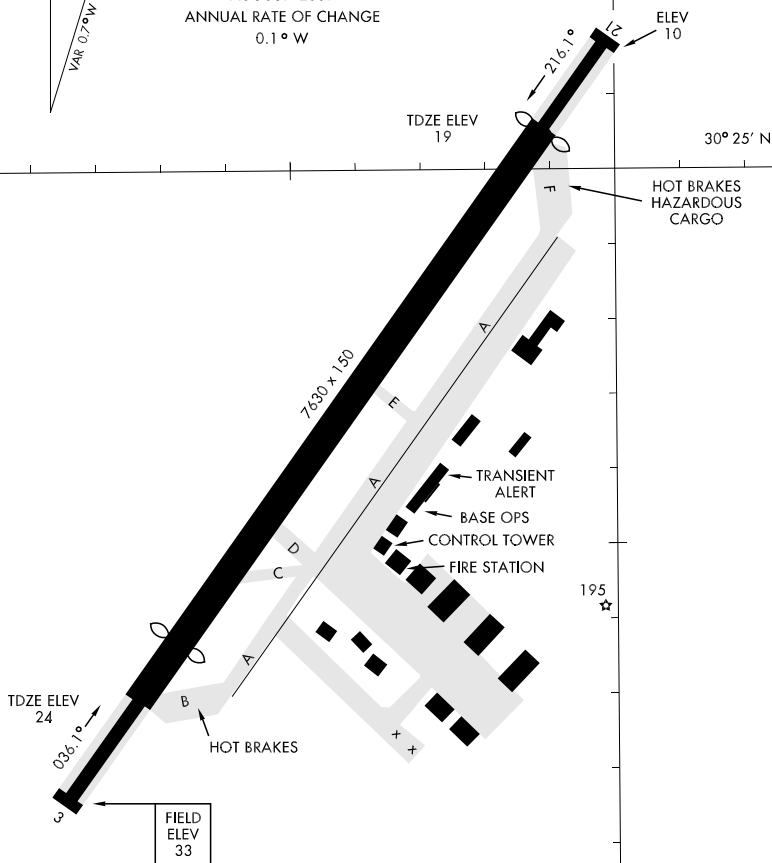
KEESLER AFB (KBIX)

BILOXI, MISSISSIPPI

ATIS 281.55  
KEESLER TOWER ★  
120.75 269.075  
GND CON  
121.8 275.8  
CLNC DEL  
121.8 275.8



AUGUST 2009  
ANNUAL RATE OF CHANGE  
0.1° W



Rwy 3-21  
PCN 35 F/B/W/T  
S, T, ST, TT, TRT, TDT  
Rwy 3 Idg 6031'  
Rwy 21 Idg 6630'

88° 56' W

88° 55' W

# AIRPORT DIAGRAM

WGS-84 DATUM

BILOXI, MISSISSIPPI

KEESLER AFB (KBIX)

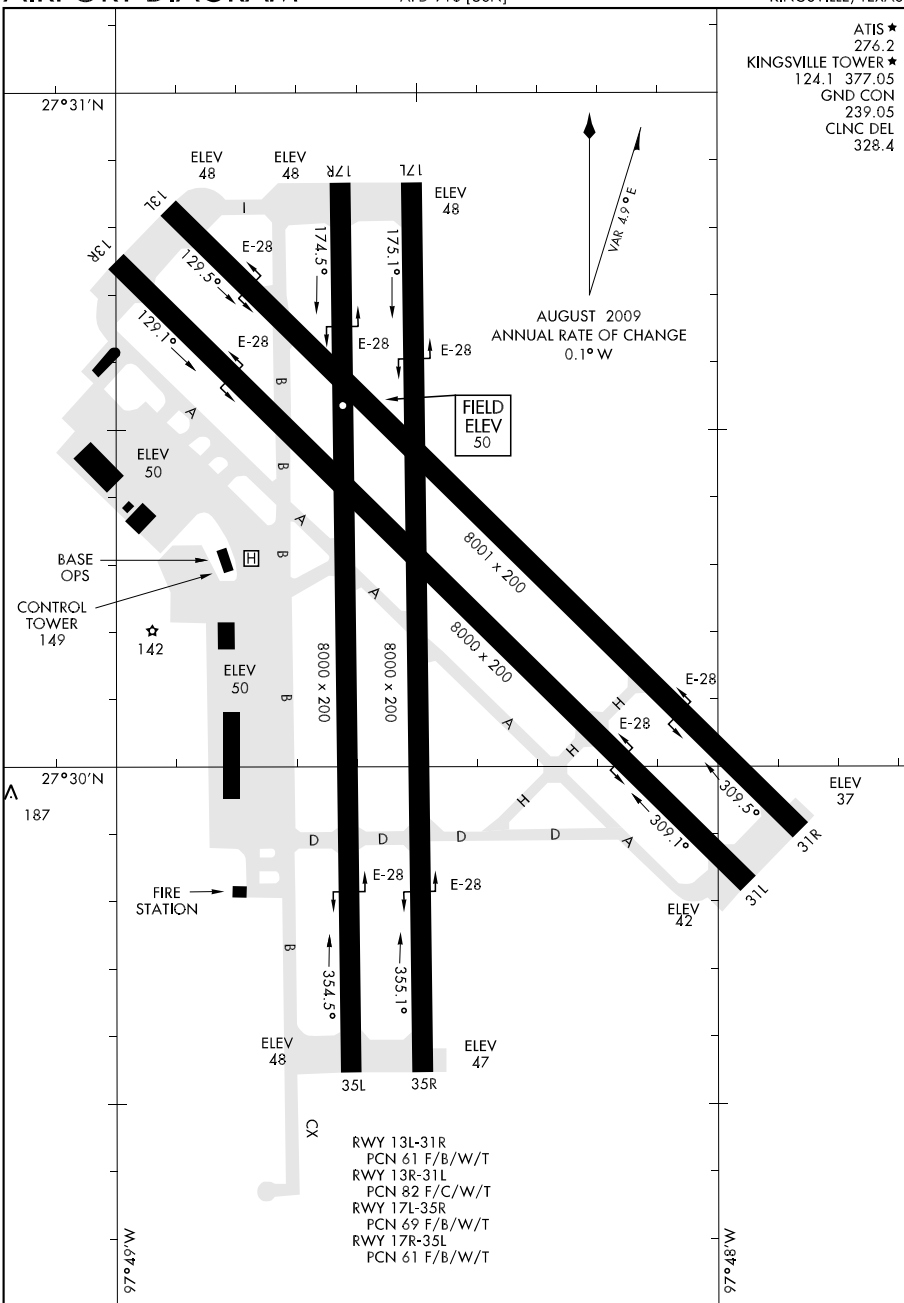
09239

## AIRPORT DIAGRAM

AFD-918 [USN]

KINGSVILLE NAS (KNQI)

KINGSVILLE, TEXAS



## AIRPORT DIAGRAM

KINGSVILLE, TEXAS

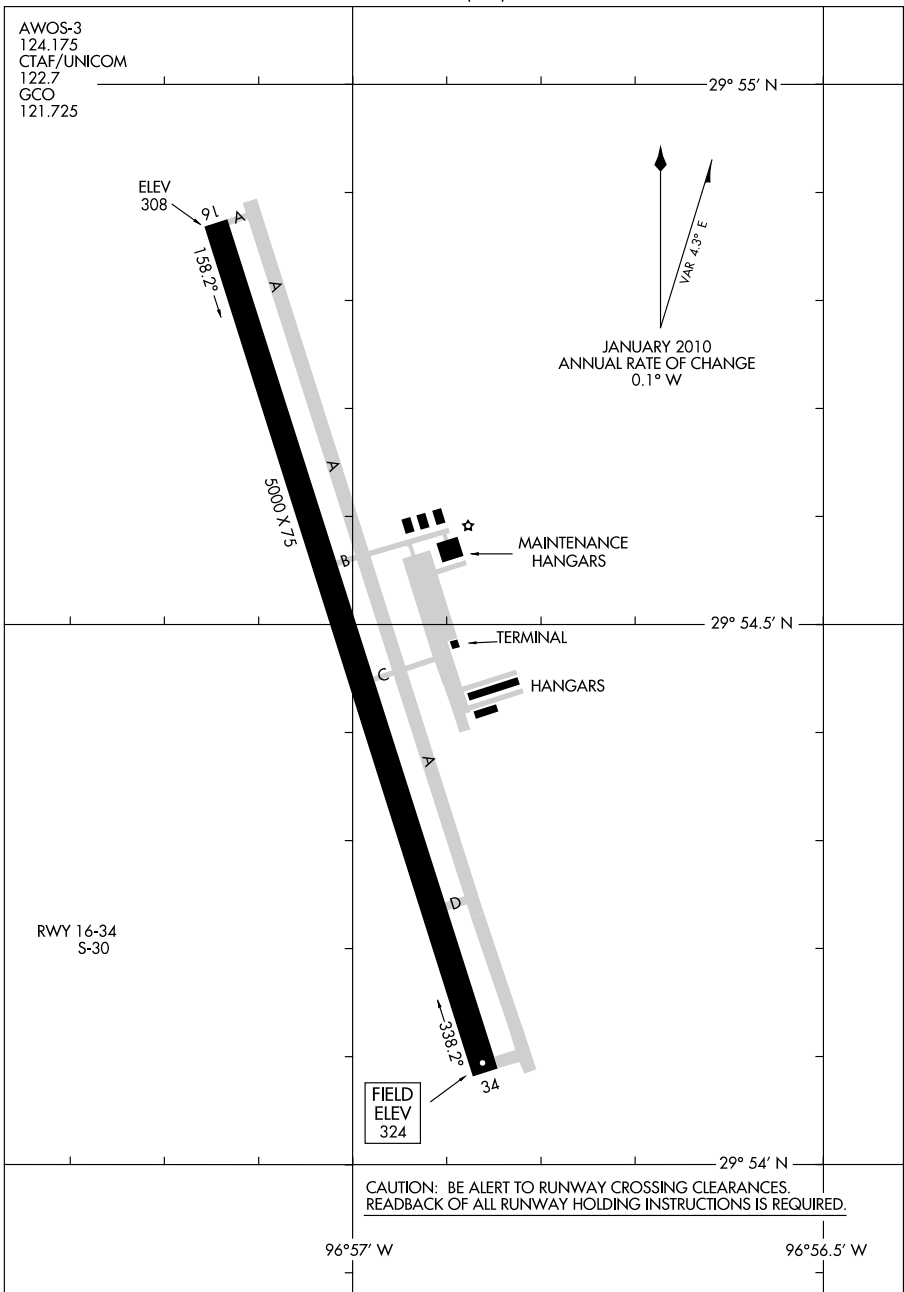
KINGSVILLE NAS (KNQI)

SC. 23 SEP 2010 to 18 NOV 2010

10210

# AIRPORT DIAGRAM

LA GRANGE/FAYETTE RGNL AIR CENTER (3T5)  
AL-91.54 (FAA) LA GRANGE, TEXAS



# AIRPORT DIAGRAM

10210

LA GRANGE, TEXAS  
LA GRANGE/FAYETTE RGNL AIR CENTER (3T5)

SC. 23 SEP 2010 to 18 NOV 2010

10266

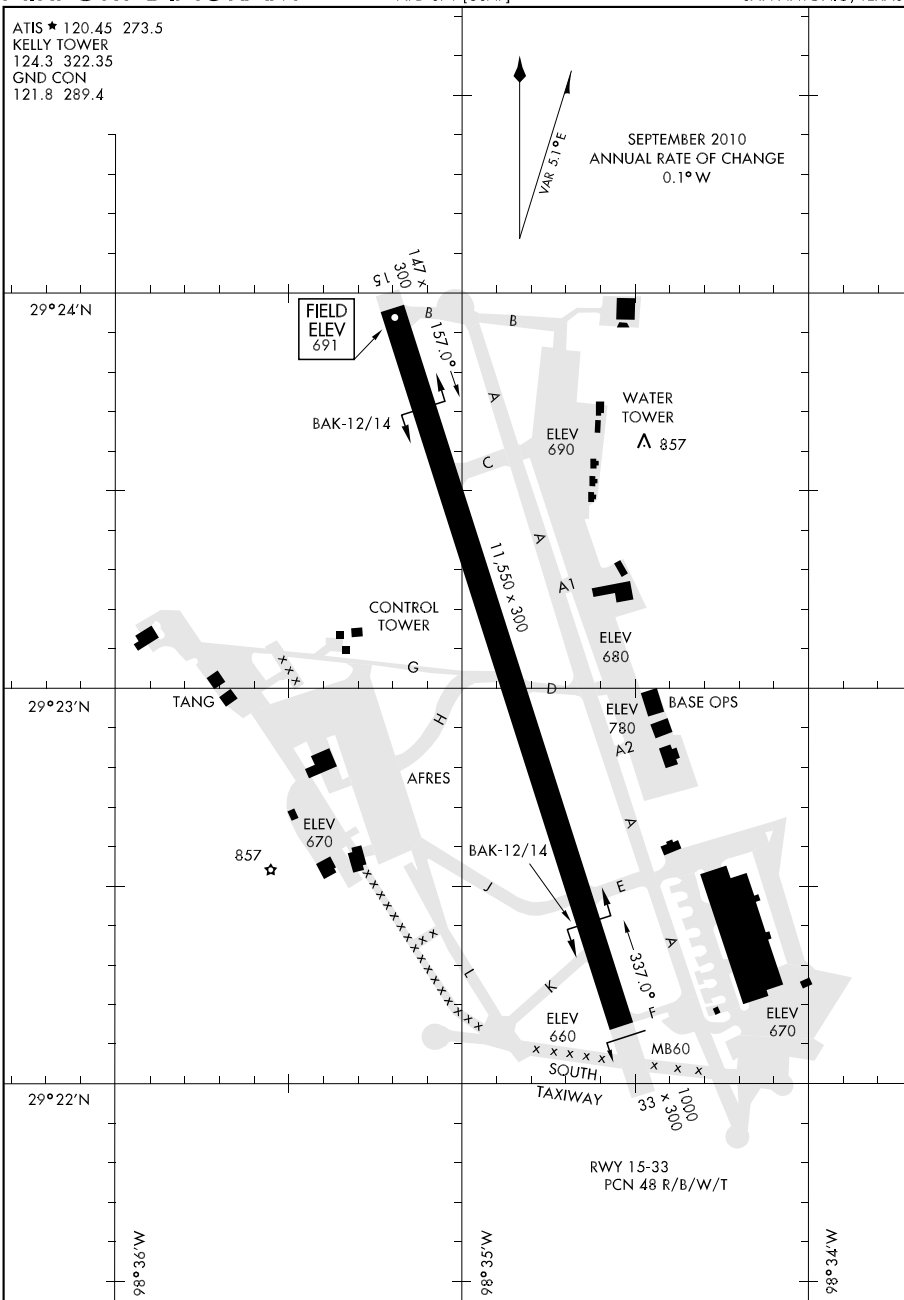
## AIRPORT DIAGRAM

AFD-371 [USAF]

LACKLAND AFB (KELLY FLD ANNEX) (KSKF)

SAN ANTONIO, TEXAS

ATIS ★ 120.45 273.5  
 KELLY TOWER  
 124.3 322.35  
 GND CON  
 121.8 289.4



## AIRPORT DIAGRAM

SAN ANTONIO, TEXAS

LACKLAND AFB (KELLY FLD ANNEX) (KSKF)

SC. 23 SEP 2010 to 18 NOV 2010

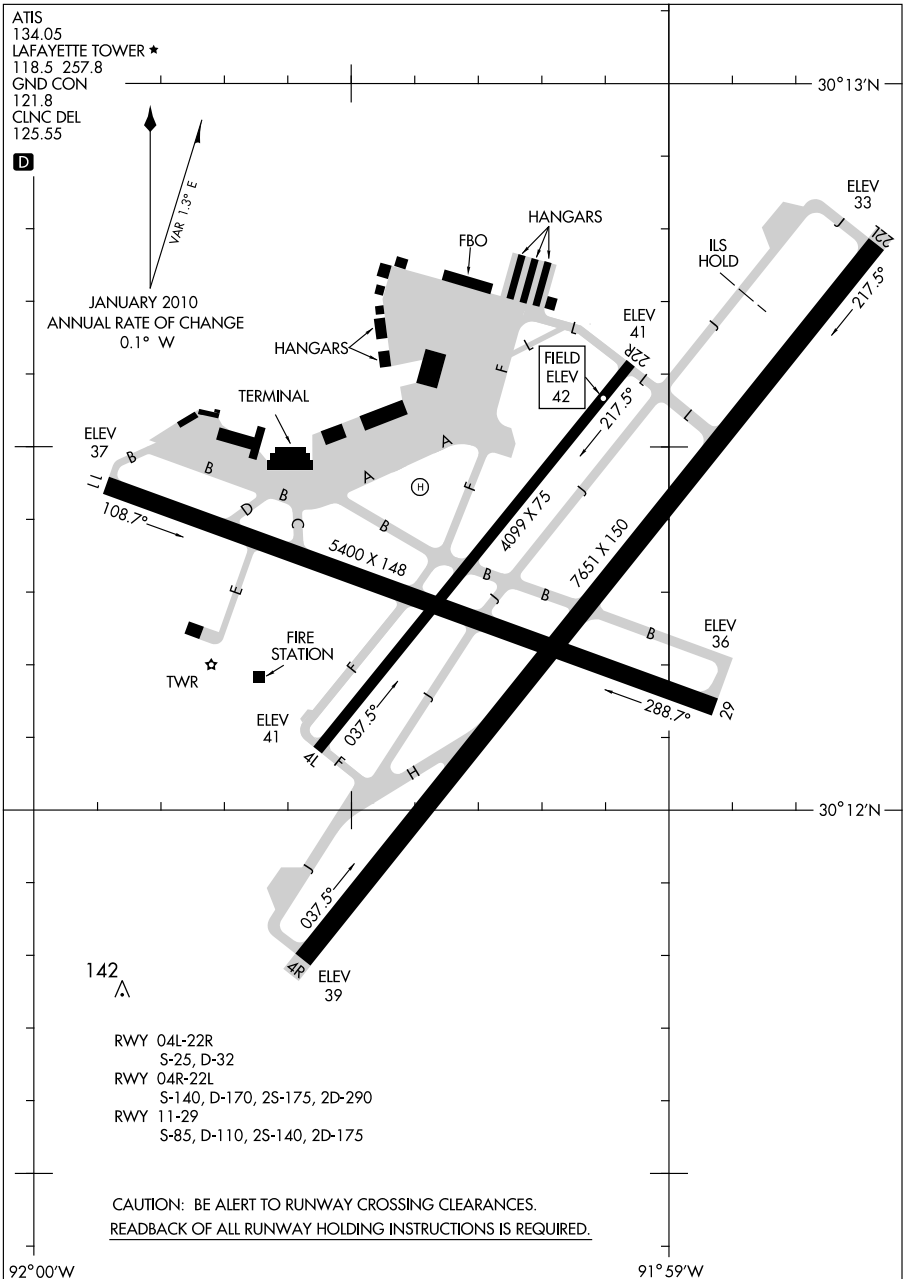
10210

## AIRPORT DIAGRAM

AL-865 (FAA)

LAFAYETTE RGNL (LFT)

LAFAYETTE, LOUISIANA



## AIRPORT DIAGRAM

10210

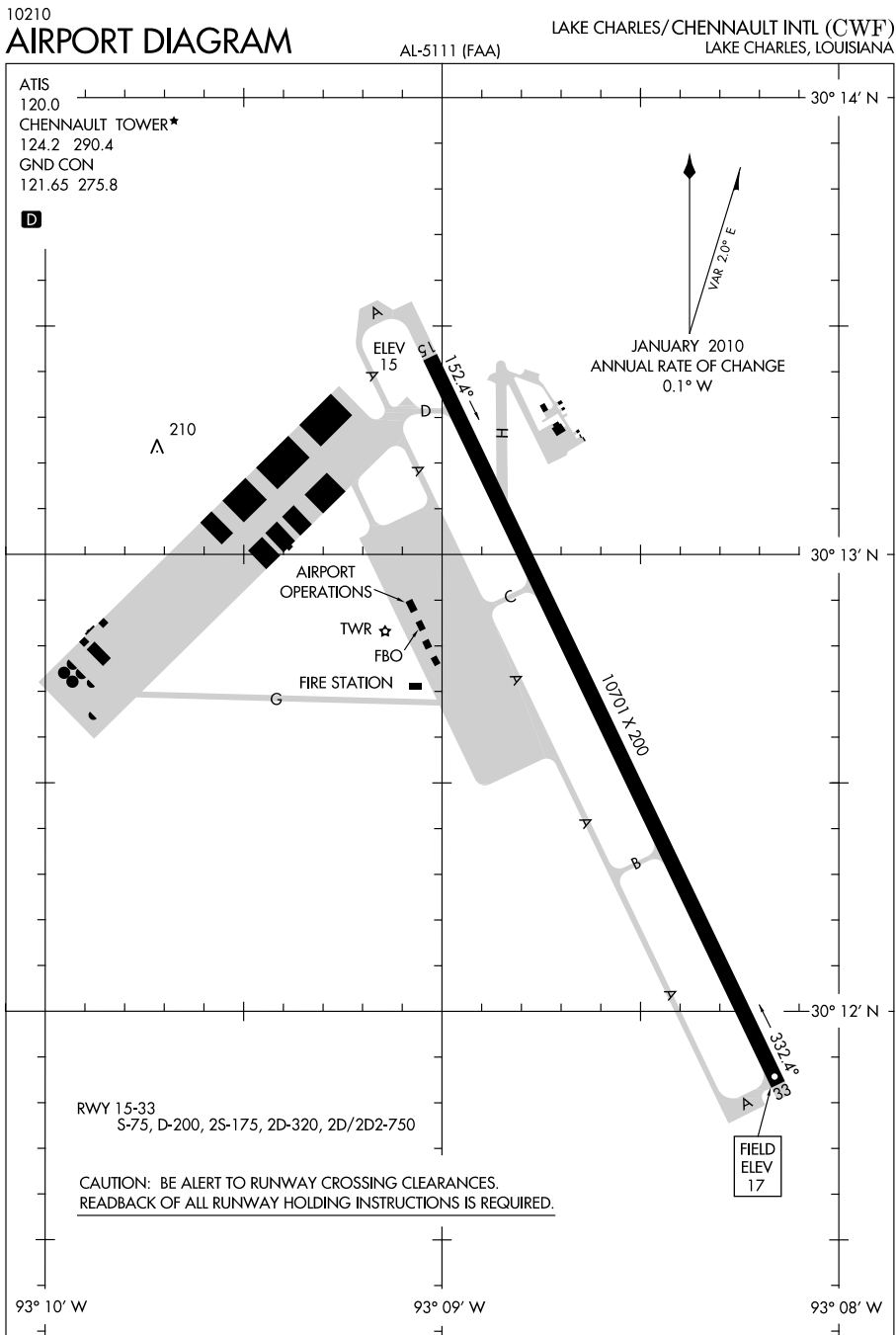
LAFAYETTE, LOUISIANA

LAFAYETTE RGNL (LFT)

SC. 23 SEP 2010 to 18 NOV 2010



# AIRPORT DIAGRAM



# AIRPORT DIAGRAM

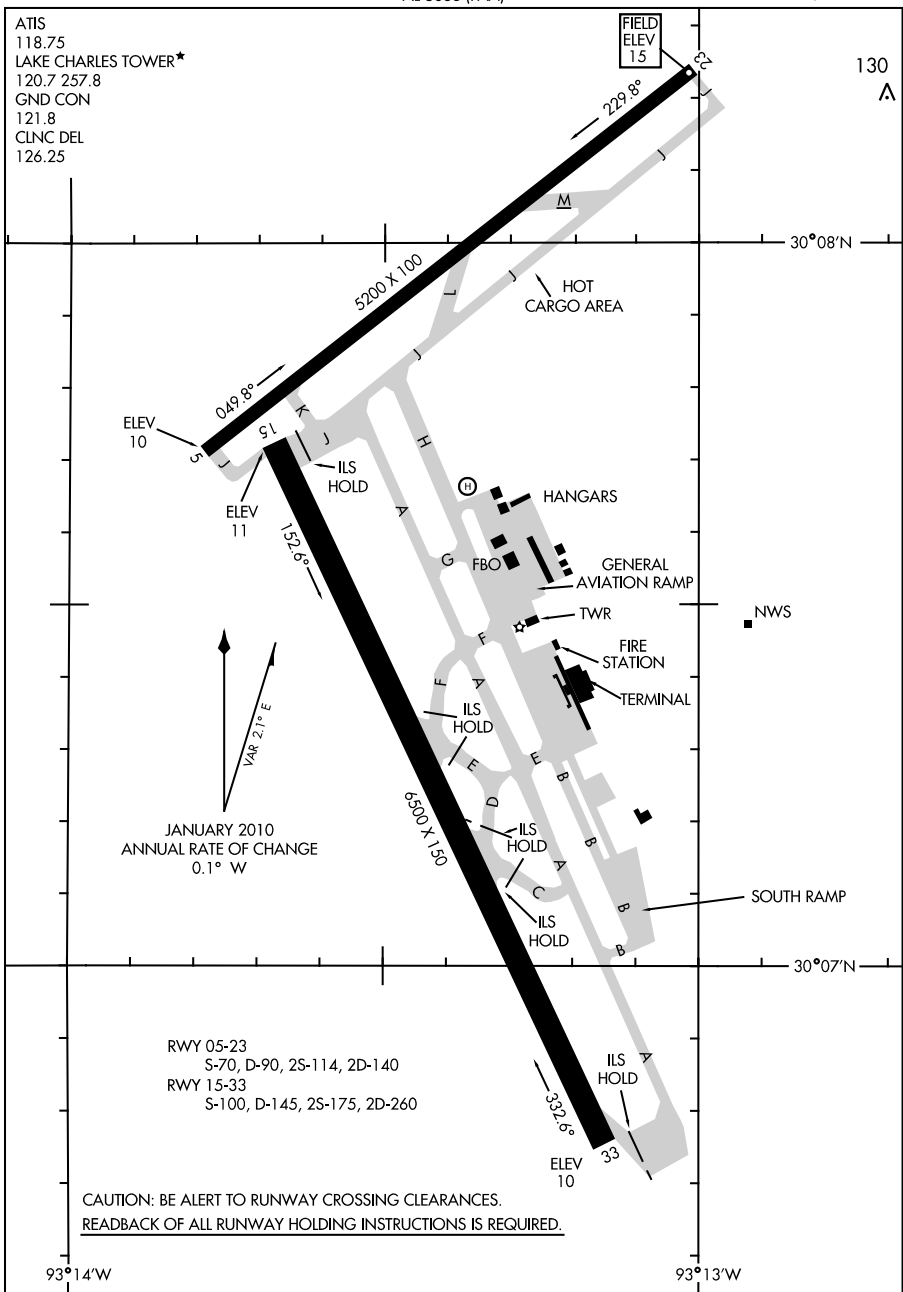
LAKE CHARLES, LOUISIANA  
LAKE CHARLES/CHENNAULT INTL (CWF)

10266

## AIRPORT DIAGRAM

AL-5083 (FAA)

LAKE CHARLES RGNL (LCH)  
LAKE CHARLES, LOUISIANA



130  
A

30°08'N

- 30°07'N

93°14'W

93°13'W

# AIRPORT DIAGRAM

LAKE CHARLES, LOUISIANA  
LAKE CHARLES RGNL (LCH)

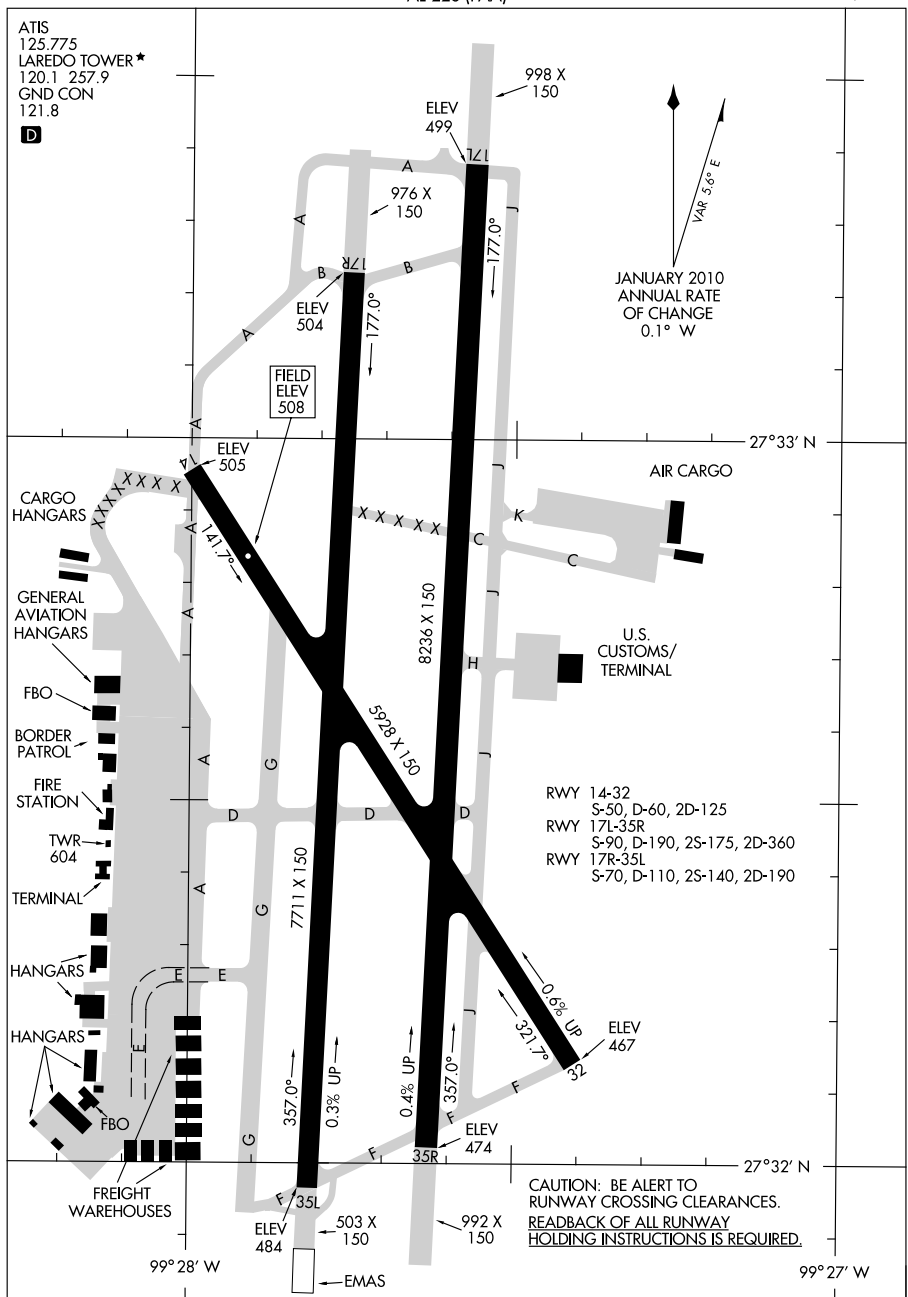
10266

SC, 23 SEP 2010 to 18 NOV 2010

# AIRPORT DIAGRAM

AL-226 (FAA)

LAREDO INTL (LRD)  
LAREDO, TEXAS



# AIRPORT DIAGRAM

LAREDO, TEXAS  
LAREDO INTL (LRD)

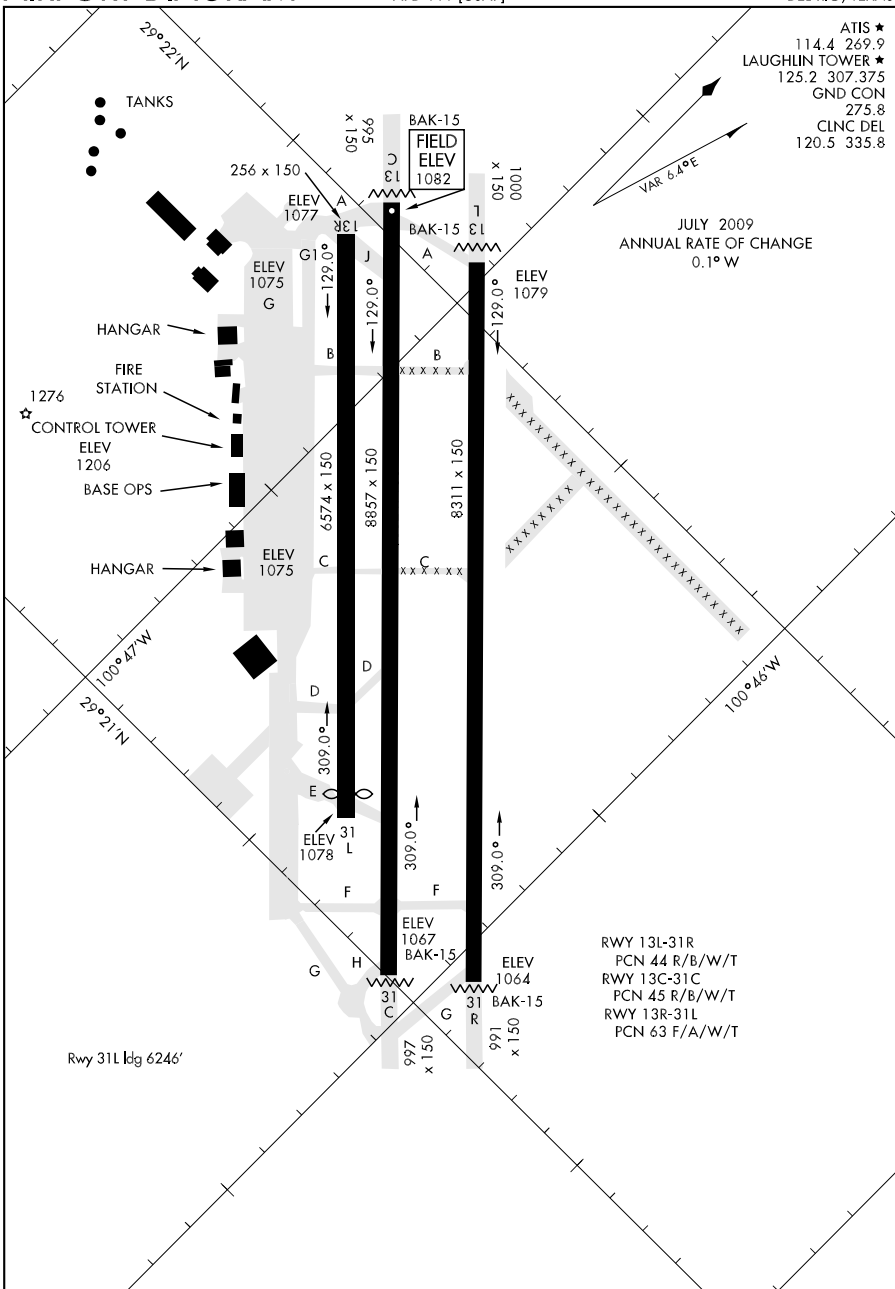
09183

## AIRPORT DIAGRAM

AFD-111 [USAF]

LAUGHLIN AFB (KDLF)

DEL RIO, TEXAS



## AIRPORT DIAGRAM

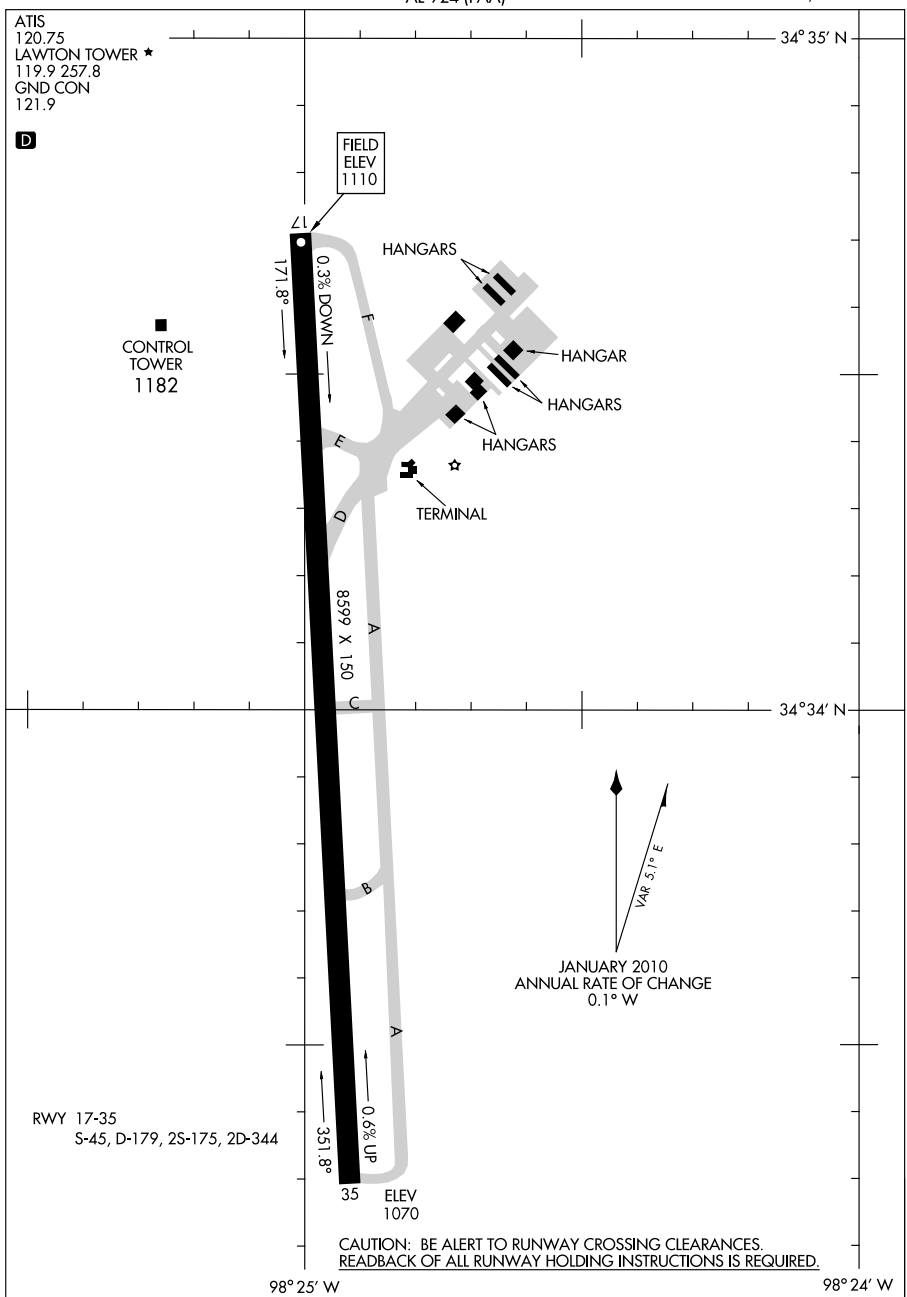
DEL RIO, TEXAS

LAUGHLIN AFB (KDLF)

# AIRPORT DIAGRAM

AL-924 (FAA)

LAWTON-FORT SILL RGNL (LAW)  
LAWTON, OKLAHOMA



# AIRPORT DIAGRAM

LAWTON, OKLAHOMA  
LAWTON-FORT SILL RGNL (LAW)

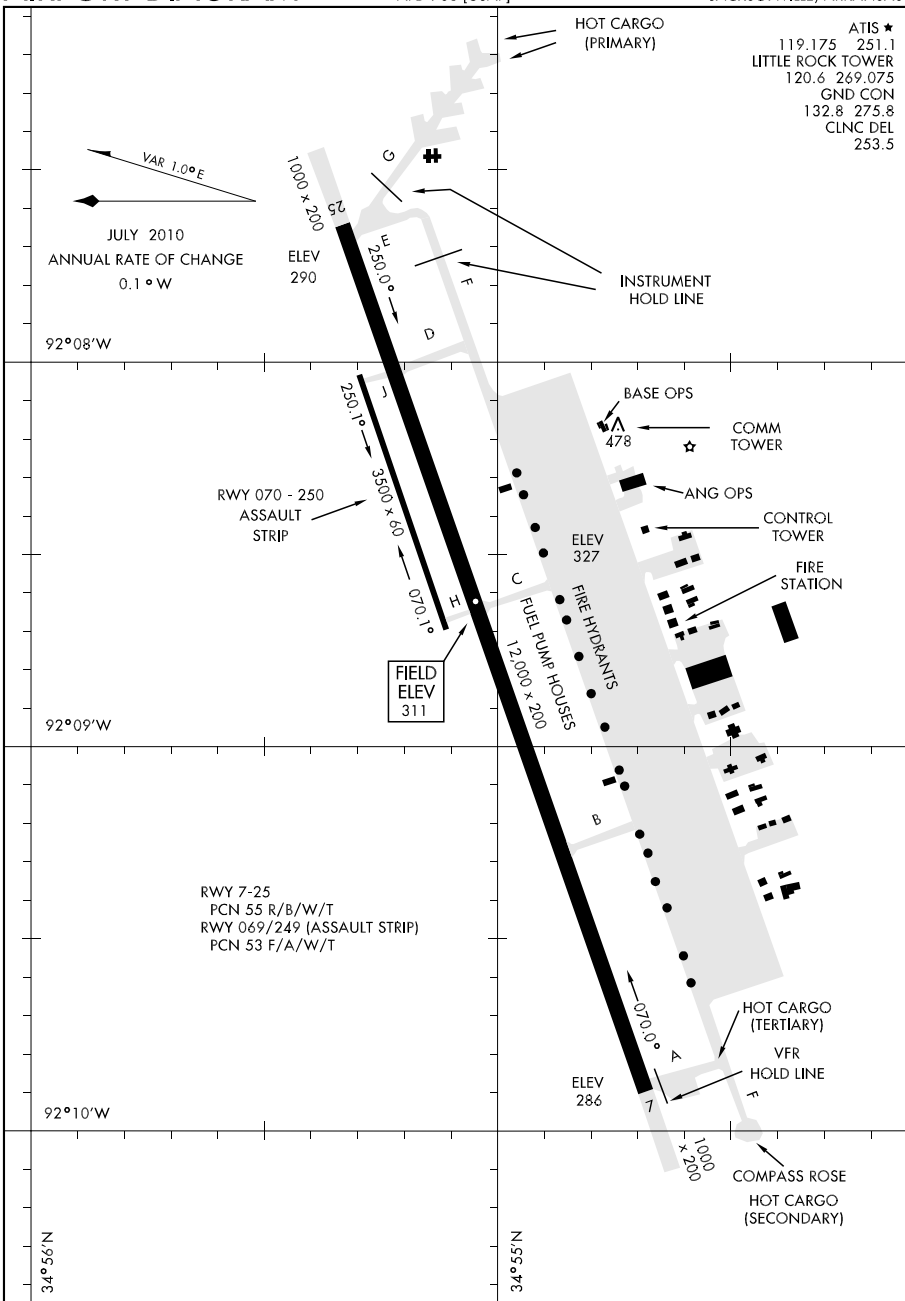
10210

## AIRPORT DIAGRAM

AFD-738 [USAF]

LITTLE ROCK AFB (KLRF)

JACKSONVILLE, ARKANSAS



## AIRPORT DIAGRAM

JACKSONVILLE, ARKANSAS

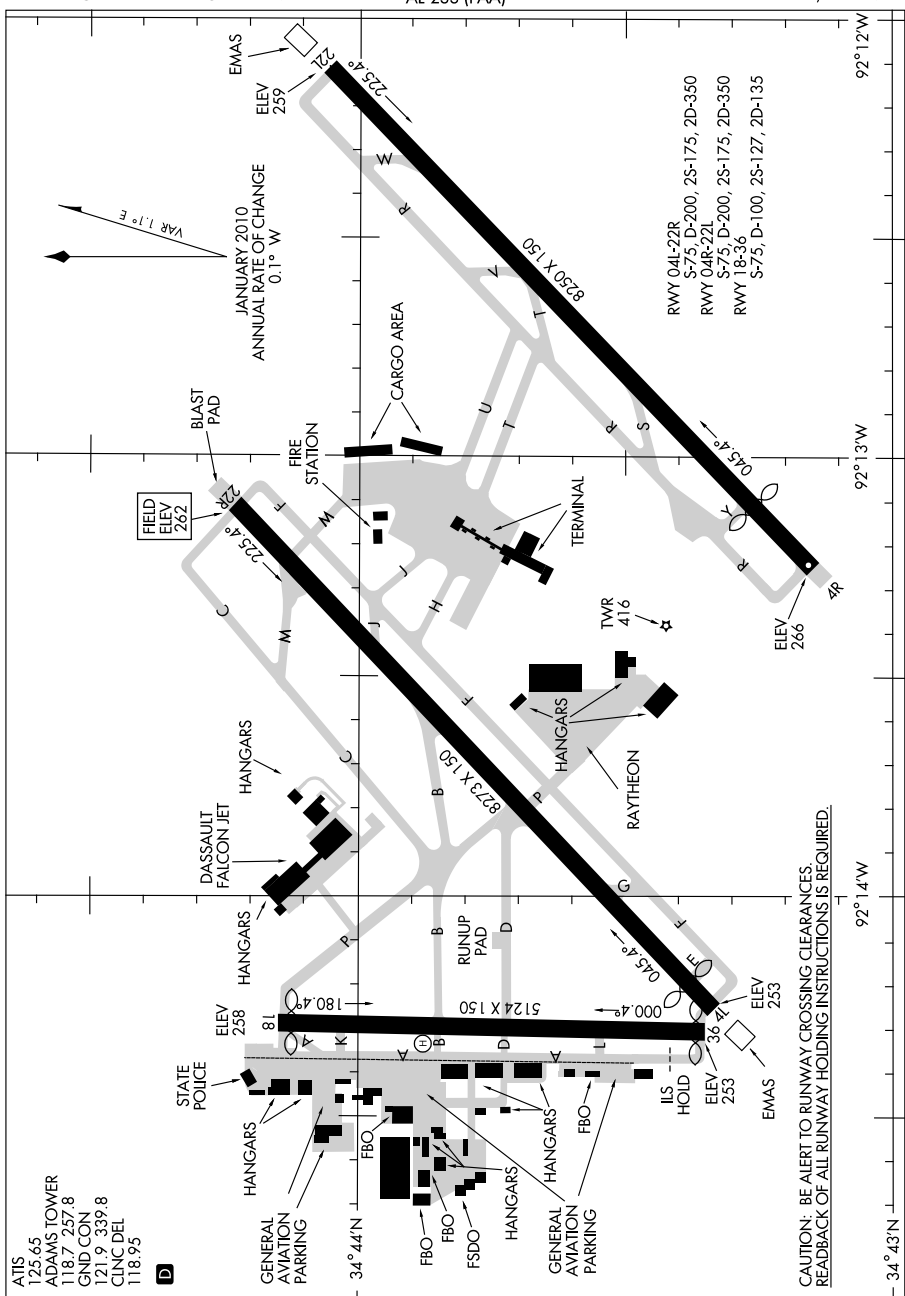
LITTLE ROCK AFB (KLRF)

# AIRPORT DIAGRAM

AL-233 (FAA)

LITTLE ROCK/ADAMS FIELD (LIT)

LITTLE ROCK, ARKANSAS



# AIRPORT DIAGRAM

LITTLE ROCK, ARKANSAS

LITTLE ROCK/ADAMS FIELD (LIT)

## AIRPORT DIAGRAM

LONGVIEW/EAST TEXAS RGNL (GGG)  
LONGVIEW, TEXAS



LONGVIEW, TEXAS  
LONGVIEW/ EAST TEXAS RGNL (GGG)

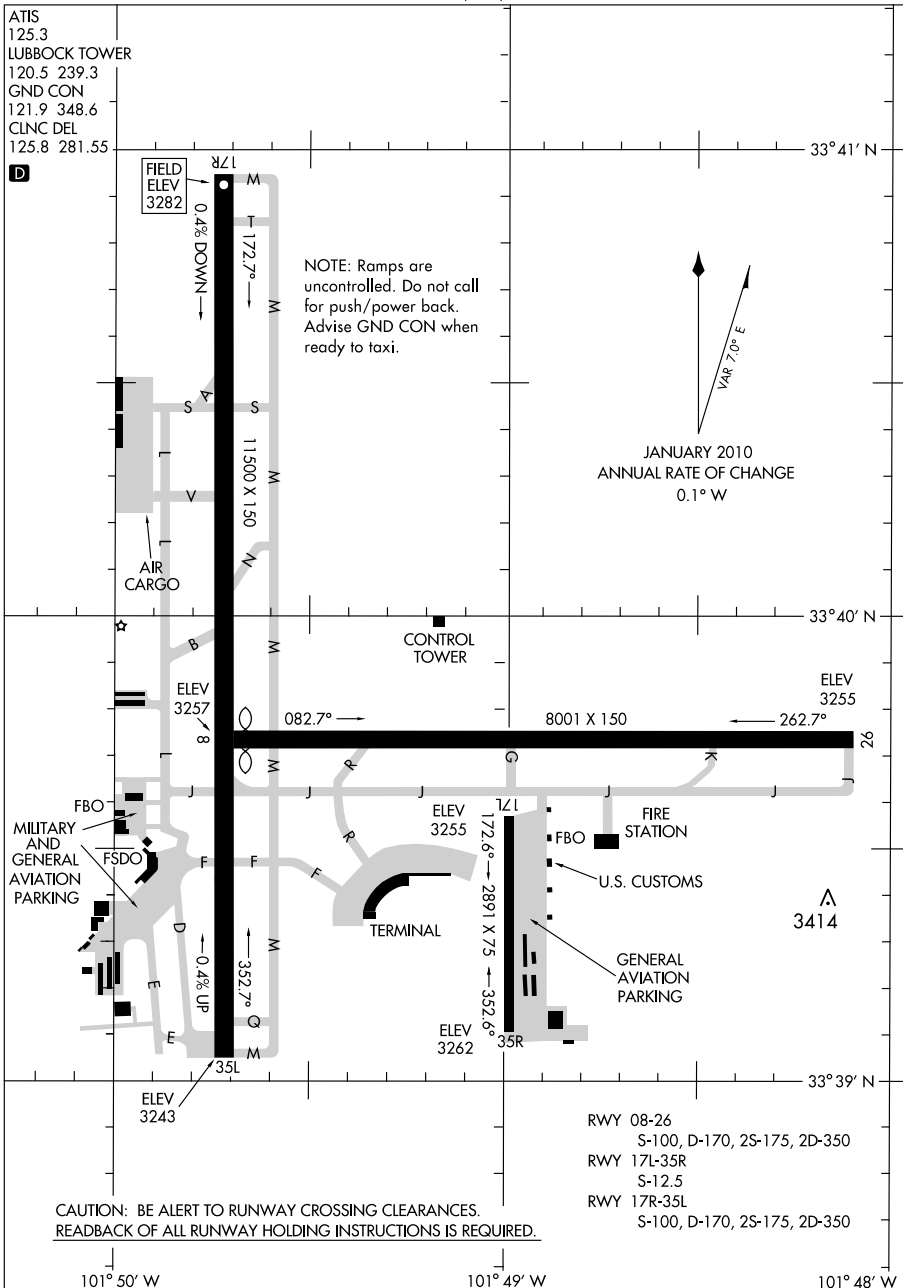
SC, 23 SEP 2010 to 18 NOV 2010



10210

## AIRPORT DIAGRAM

AL-241 (FAA)

LUBBOCK PRESTON SMITH INTL (LBB)  
LUBBOCK, TEXAS

## AIRPORT DIAGRAM

10210

LUBBOCK, TEXAS  
LUBBOCK PRESTON SMITH INTL (LBB)

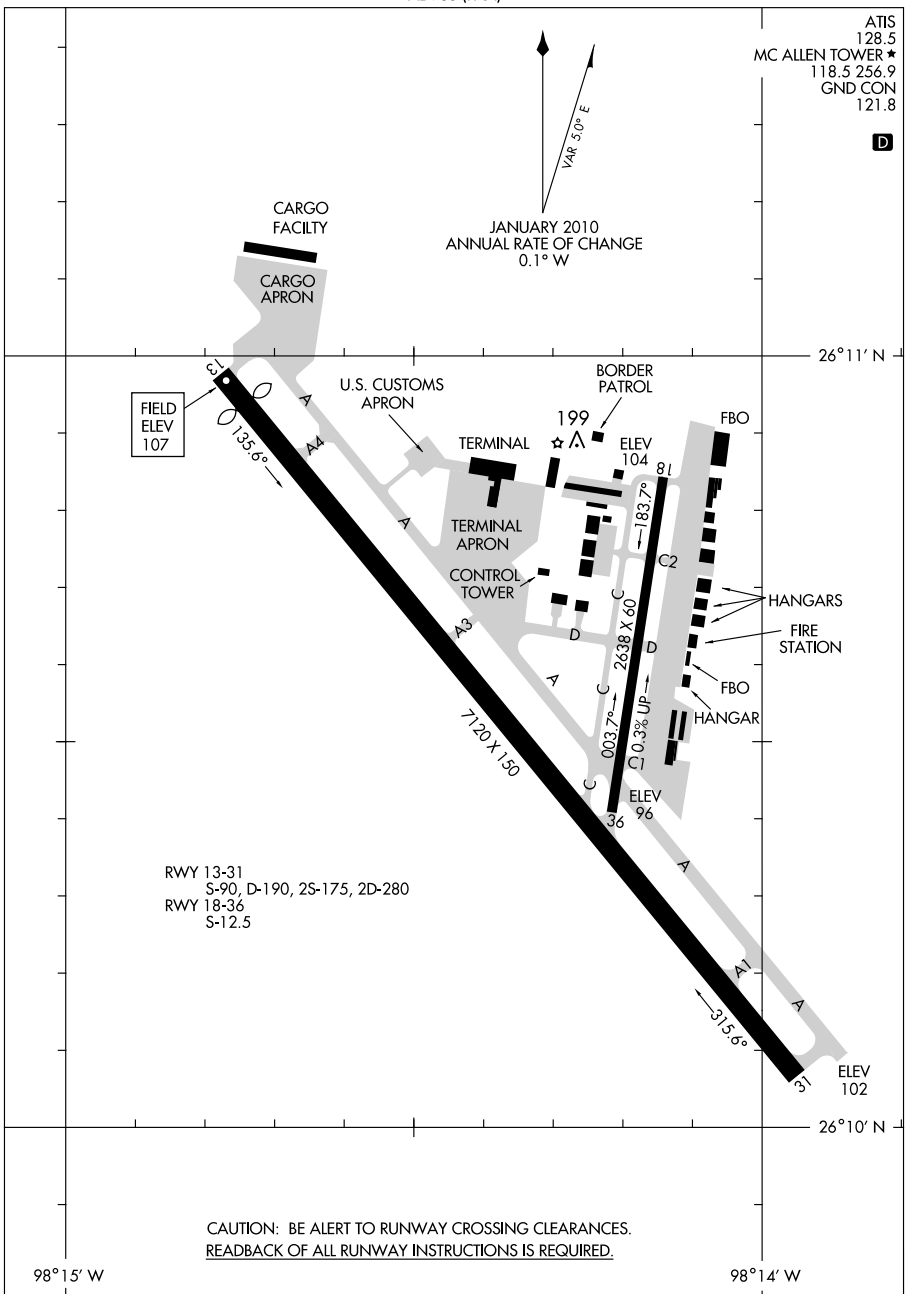
SC. 23 SEP 2010 to 18 NOV 2010

10210

# AIRPORT DIAGRAM

AL-985 (FAA)

MC ALLEN MILLER INTL (MFE)  
MC ALLEN, TEXAS



# AIRPORT DIAGRAM

10210

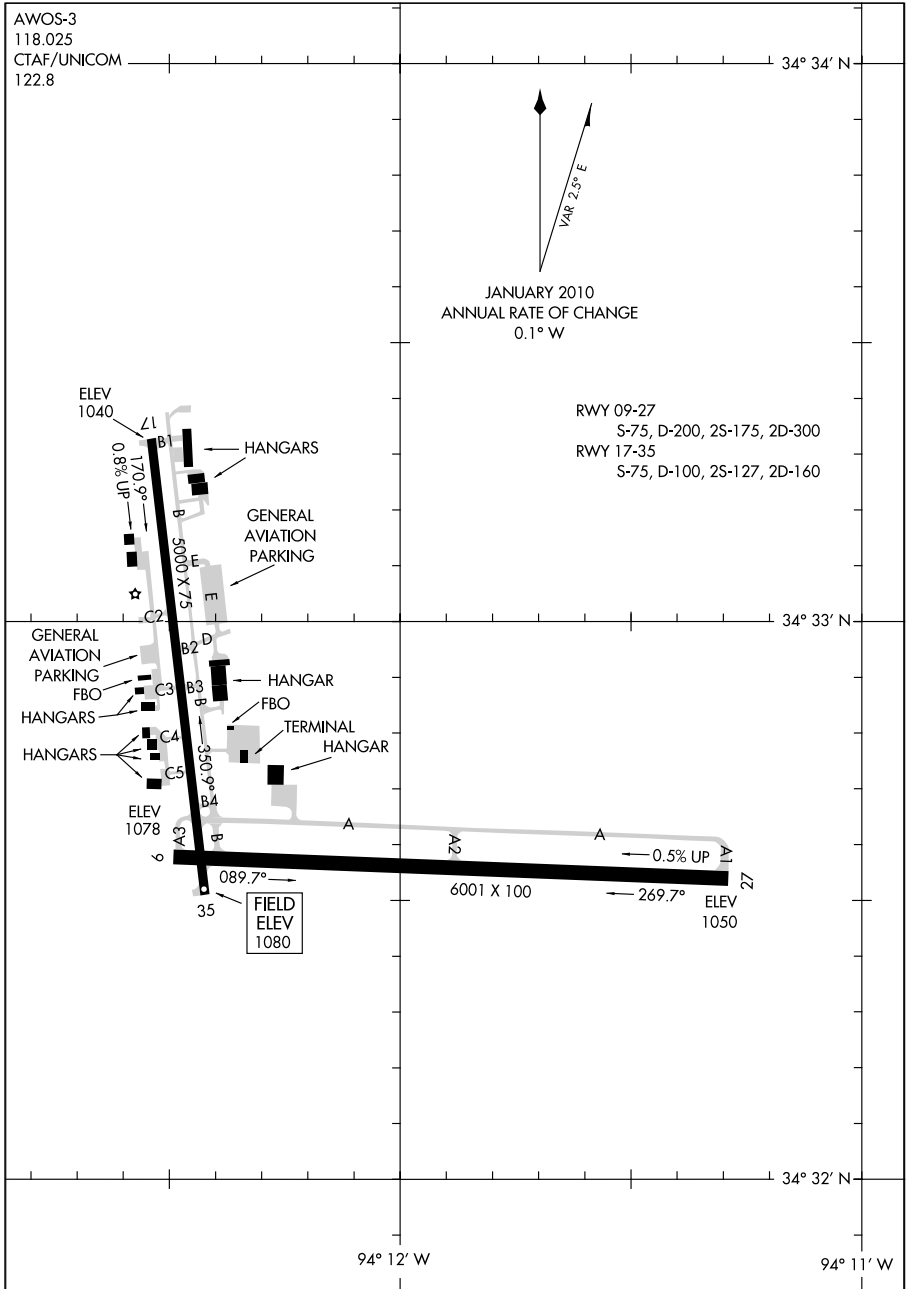
MC ALLEN, TEXAS  
MC ALLEN MILLER INTL (MFE)

10210

# AIRPORT DIAGRAM

AL-6002 (FAA)

MENA INTERMOUNTAIN MUNI (MEZ)  
MENA, ARKANSAS



# AIRPORT DIAGRAM

10210

MENA, ARKANSAS  
MENA INTERMOUNTAIN MUNI (MEZ)

SC. 23 SEP 2010 to 18 NOV 2010

10210

## AIRPORT DIAGRAM

AL-254 (FAA)

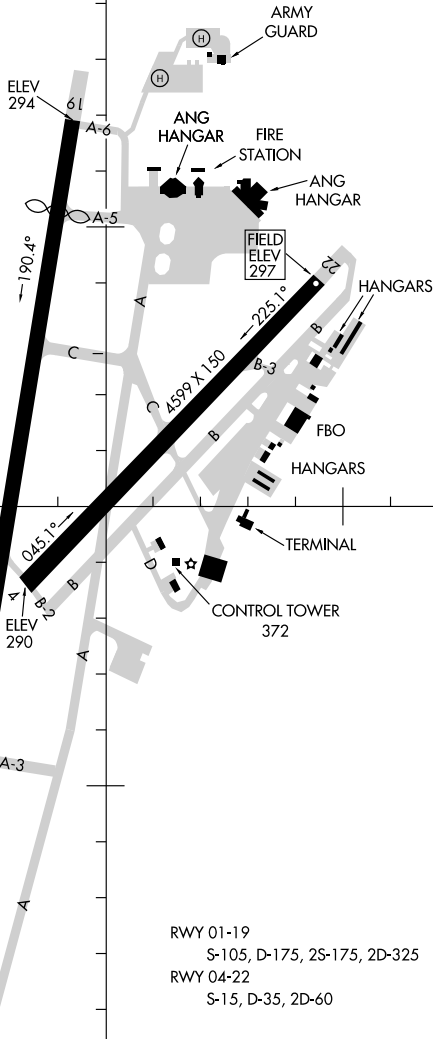
MERIDIAN/KEY FIELD (MEI)

MERIDIAN, MISSISSIPPI

ATIS  
126.475 291.675  
KEY TOWER ★  
119.8 257.8  
GND CON  
121.9 348.6

D

VAR 1.1° W  
JANUARY 2010  
ANNUAL RATE OF CHANGE  
0.1° W



RWY 01-19  
S-105, D-175, 2S-175, 2D-325  
RWY 04-22  
S-15, D-35, 2D-60

CAUTION: BE ALERT TO RUNWAY CROSSING  
CLEARANCES.  
READBCK OF ALL RUNWAY HOLDING  
INSTRUCTIONS IS REQUIRED.

## AIRPORT DIAGRAM

10210

MERIDIAN, MISSISSIPPI  
MERIDIAN/KEY FIELD (MEI)

SC. 23 SEP 2010 to 18 NOV 2010

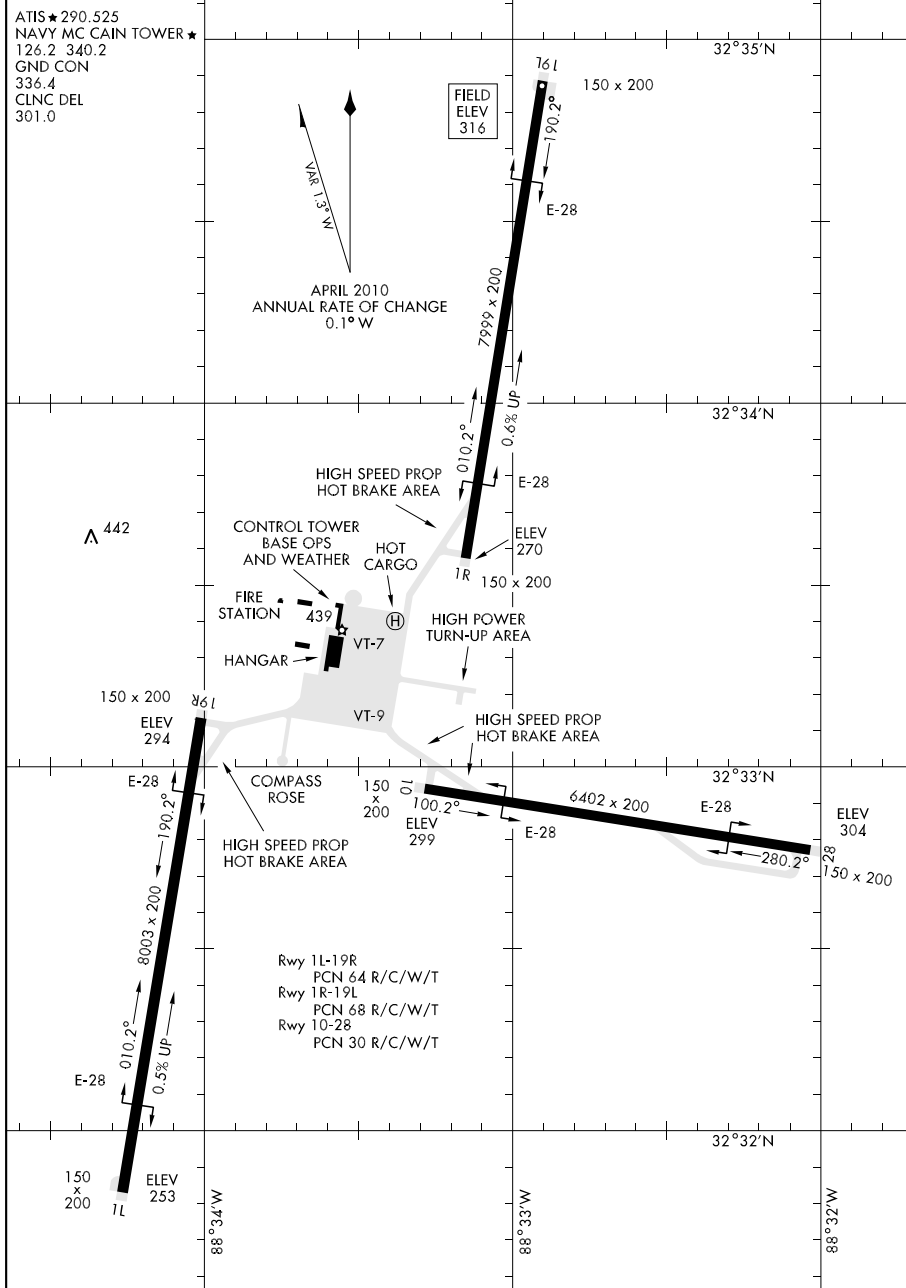
10098

MERIDIAN NAS (MC CAIN FIELD) (KNMM)

## AIRPORT DIAGRAM

[USN] AFD-5079

MERIDIAN, MISSISSIPPI



## AIRPORT DIAGRAM

MERIDIAN, MISSISSIPPI

MERIDIAN NAS (MC CAIN FIELD) (KNMM)

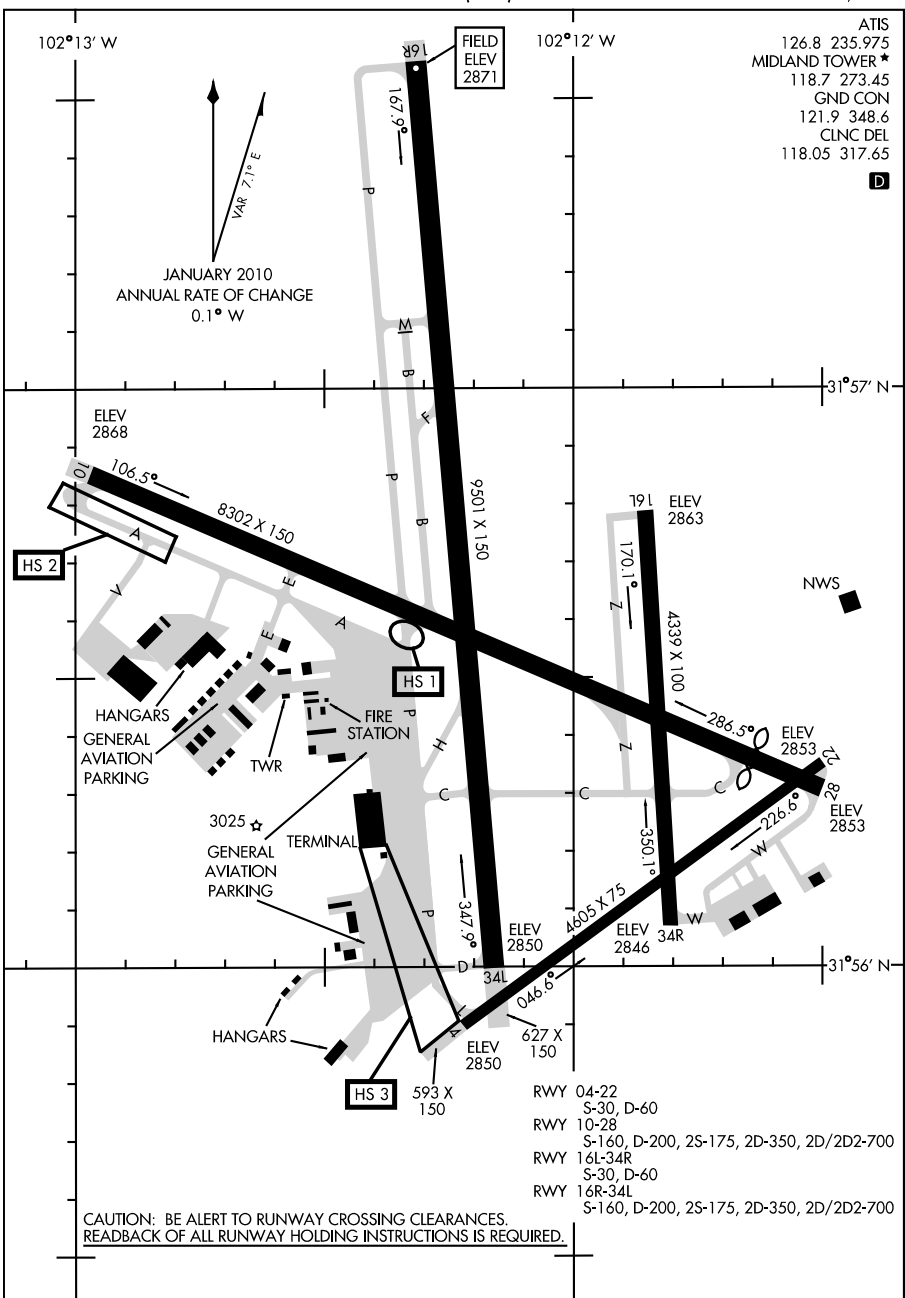
SC. 23 SEP 2010 to 18 NOV 2010

10266

# AIRPORT DIAGRAM

AL-258 (FAA)

MIDLAND INTL (MAF)  
MIDLAND, TEXAS



# AIRPORT DIAGRAM

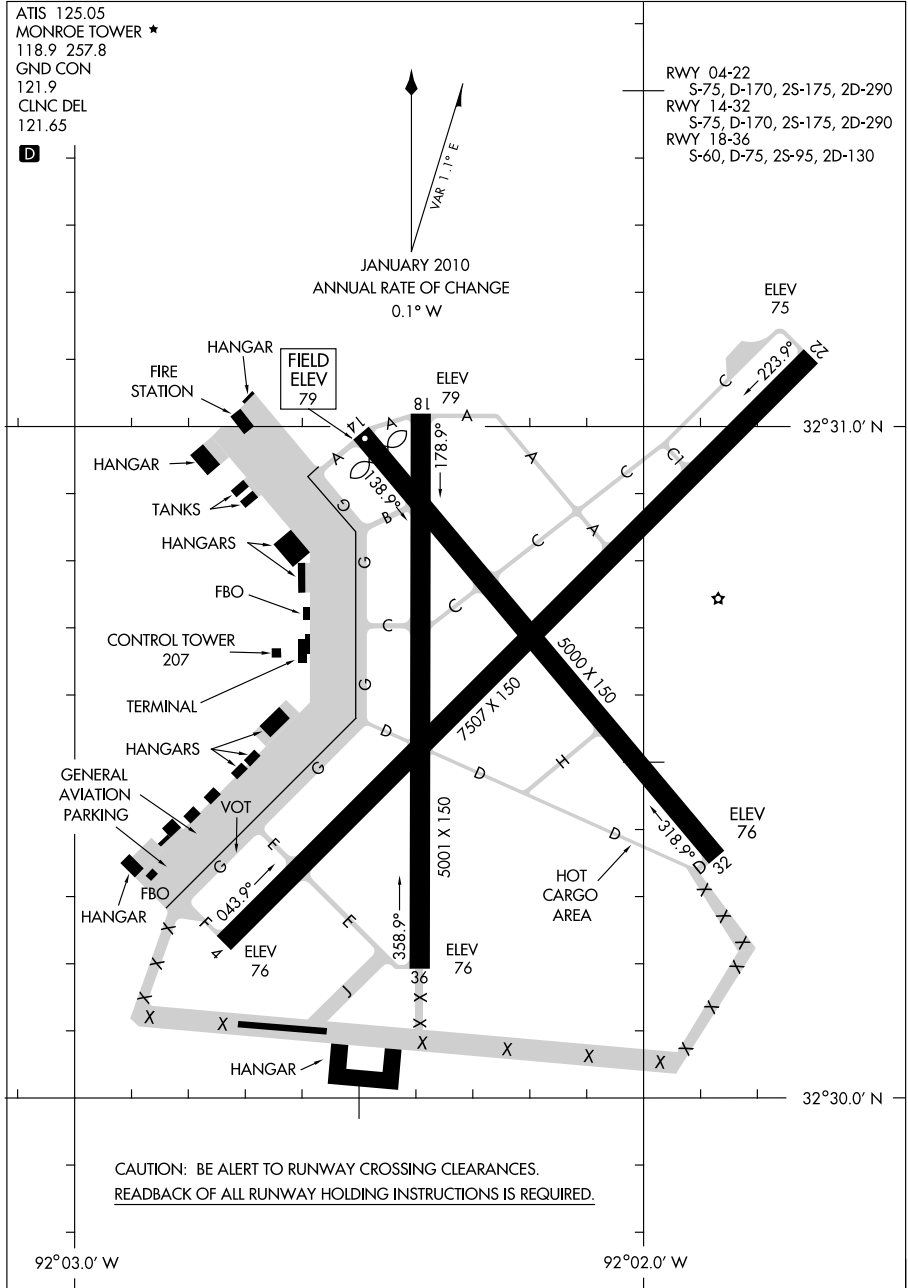
10266

MIDLAND, TEXAS  
MIDLAND INTL (MAF)

# AIRPORT DIAGRAM

AL-270 (FAA)

MONROE RGNL (MLU)  
MONROE, LOUISIANA



# AIRPORT DIAGRAM

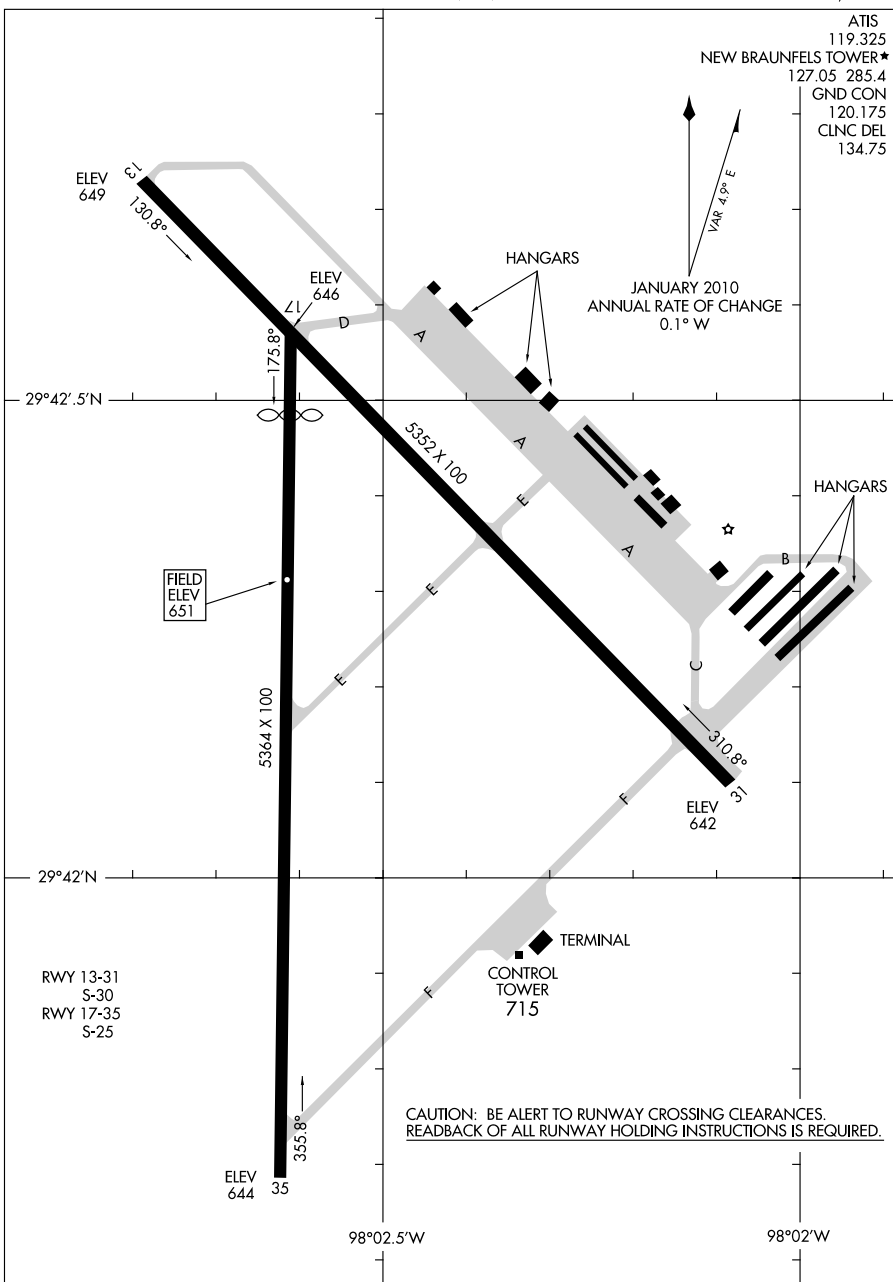
MONROE, LOUISIANA  
MONROE RGNL (MLU)

10210

# AIRPORT DIAGRAM

AL-6080 (FAA)

NEW BRAUNFELS MUNI (BAZ)  
NEW BRAUNFELS, TEXAS



# AIRPORT DIAGRAM

10210

NEW BRAUNFELS, TEXAS  
NEW BRAUNFELS MUNI (BAZ)

SC. 23 SEP 2010 to 18 NOV 2010

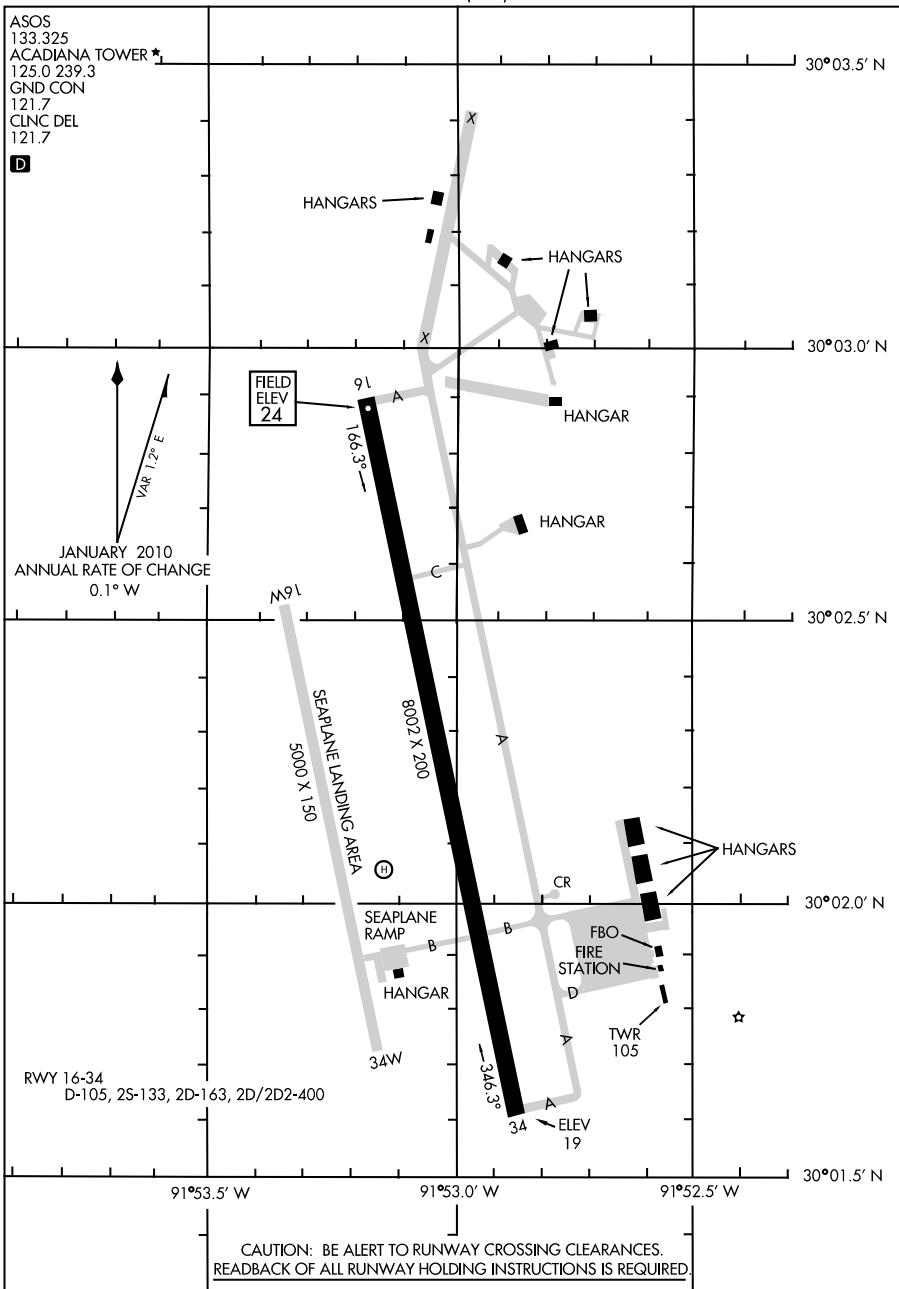


10266

# AIRPORT DIAGRAM

AL-5040 (FAA)

NEW IBERIA/ACADIANA RGNL (A.R.A.)  
NEW IBERIA, LOUISIANA



# AIRPORT DIAGRAM

10266

NEW IBERIA, LOUISIANA  
NEW IBERIA/ACADIANA RGNL (A.R.A.)

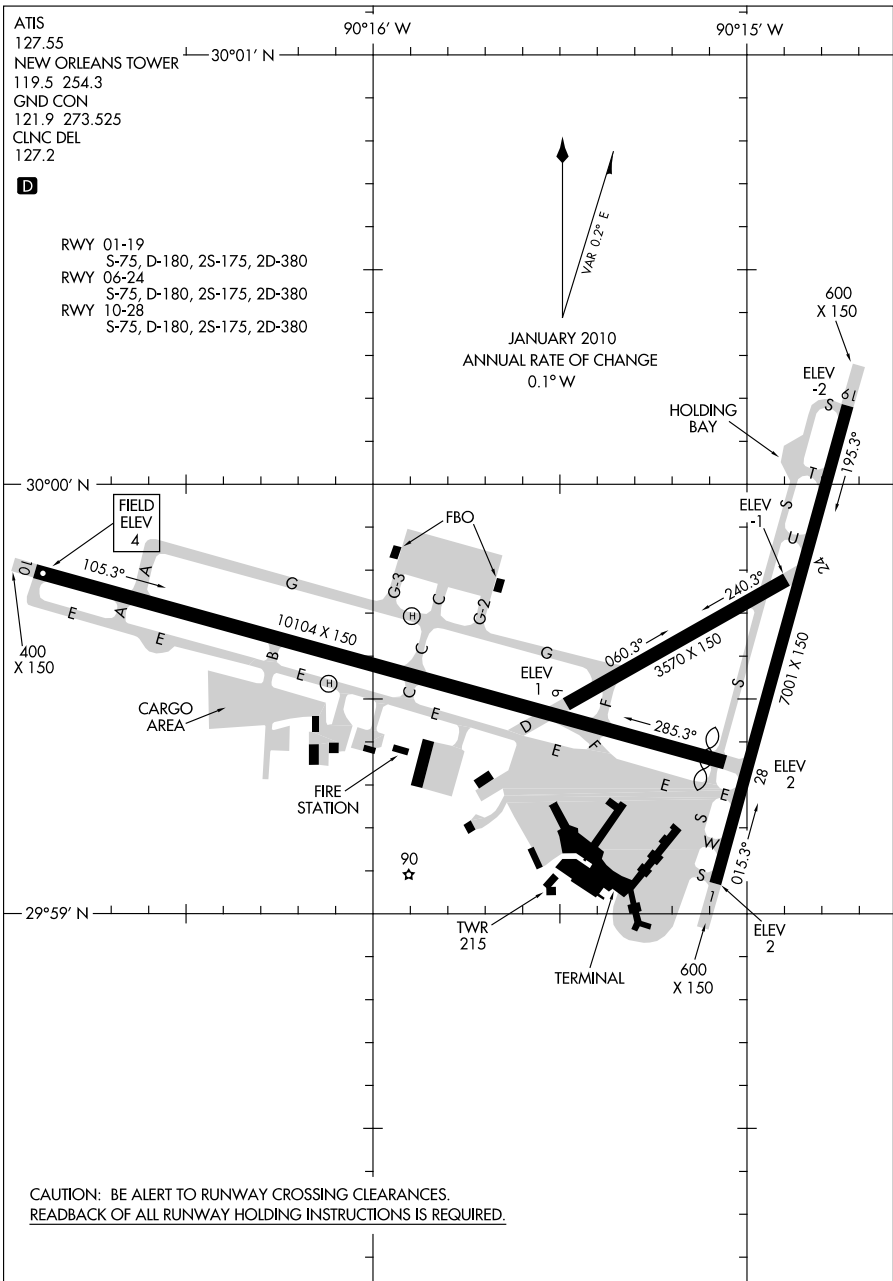
NEW ORLEANS, LOUISIANA

SC, 23 SEP 2010 to 18 NOV 2010

10210

# AIRPORT DIAGRAM

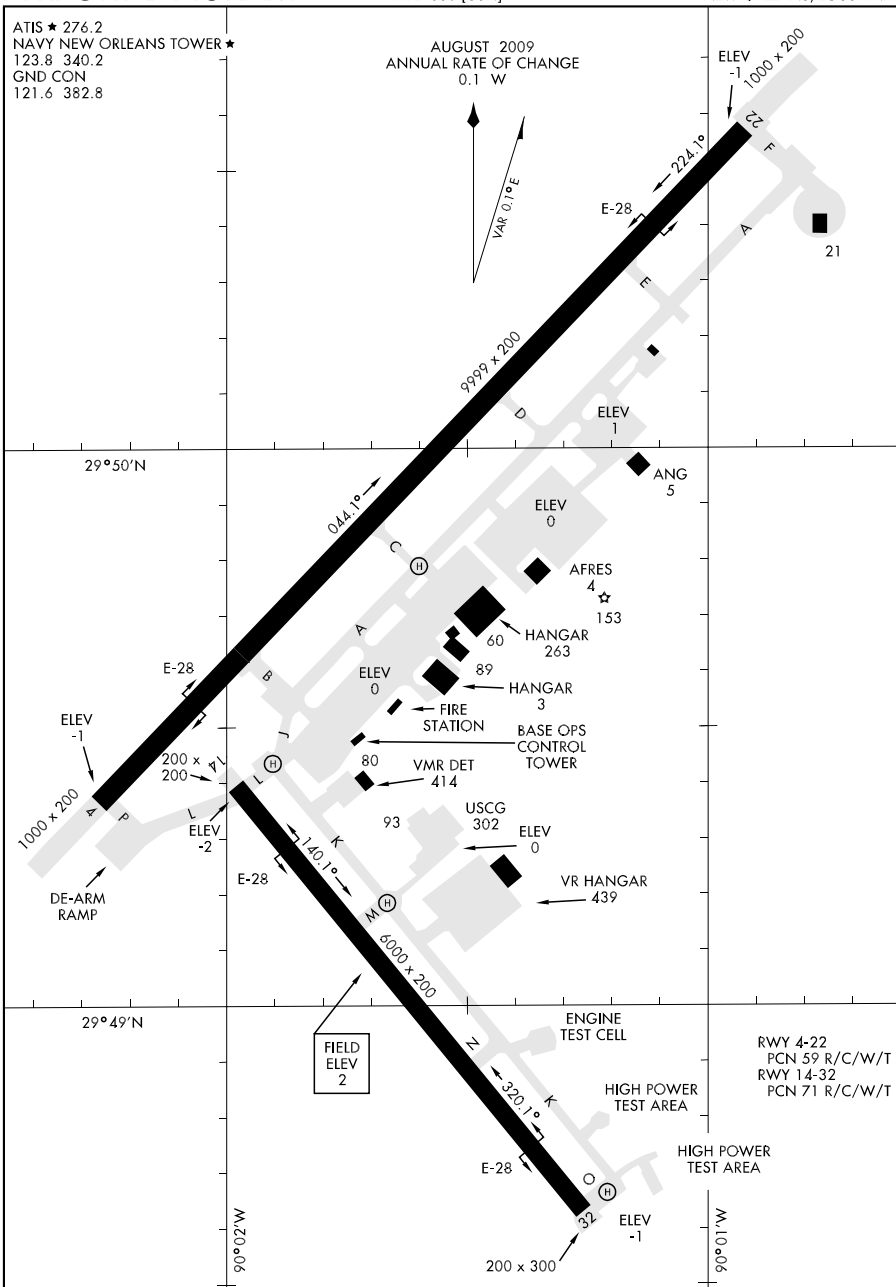
NEW ORLEANS/ LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)  
AL-609 (FAA)  
NEW ORLEANS, LOUISIANA



# AIRPORT DIAGRAM

NEW ORLEANS, LOUISIANA  
NEW ORLEANS/ LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

10210



# AIRPORT DIAGRAM

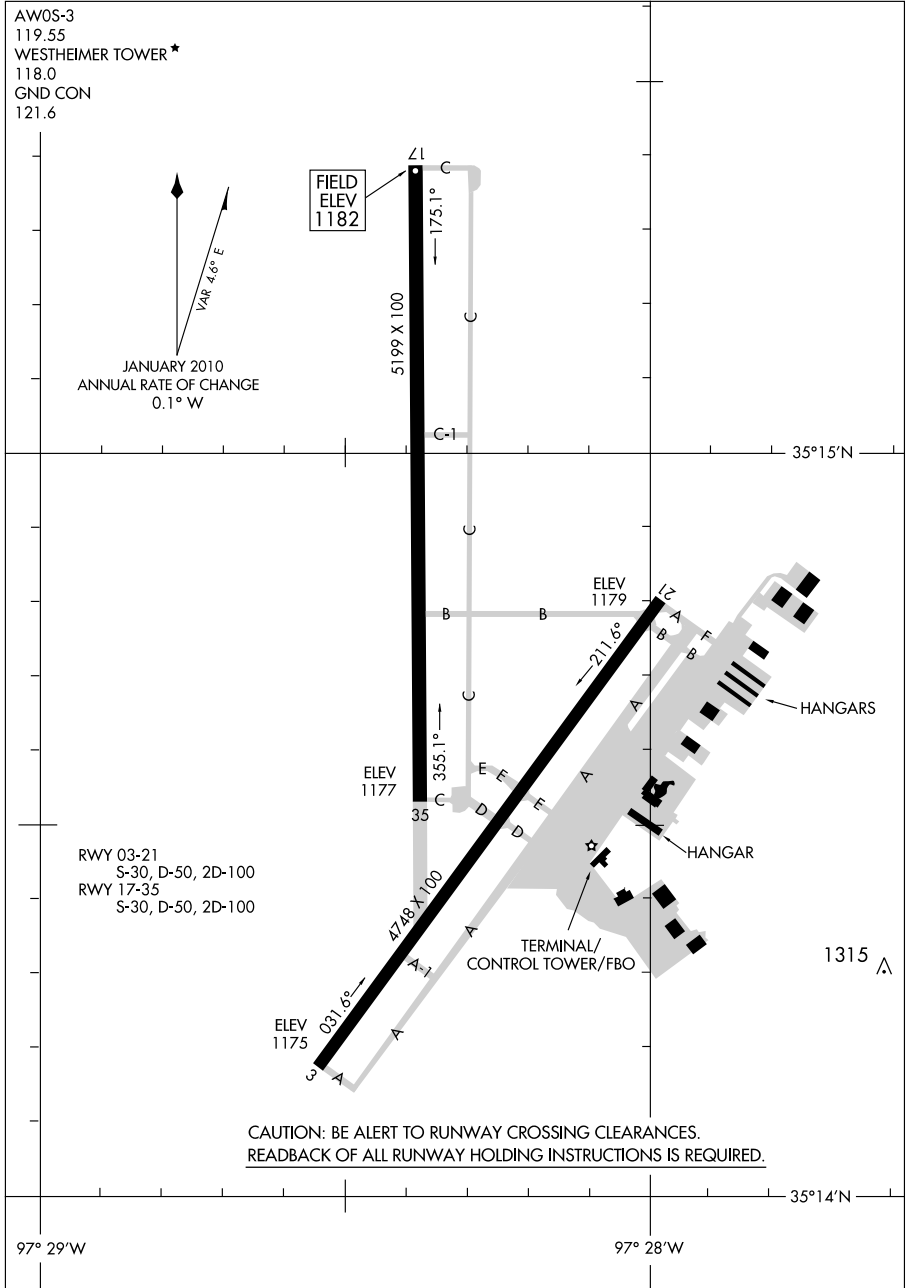
WGS-84 DATUM

NEW ORLEANS, LOUISIANA  
NEW ORLEANS NAS JRB  
(ALVIN CALLENDER FLD) (KNBG)

10210

# AIRPORT DIAGRAM

NORMAN/ UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)  
AL-5672 (FAA) NORMAN, OKLAHOMA



# AIRPORT DIAGRAM

10210

NORMAN, OKLAHOMA  
NORMAN/ UNIVERSITY OF OKLAHOMA WESTHEIMER (OUN)

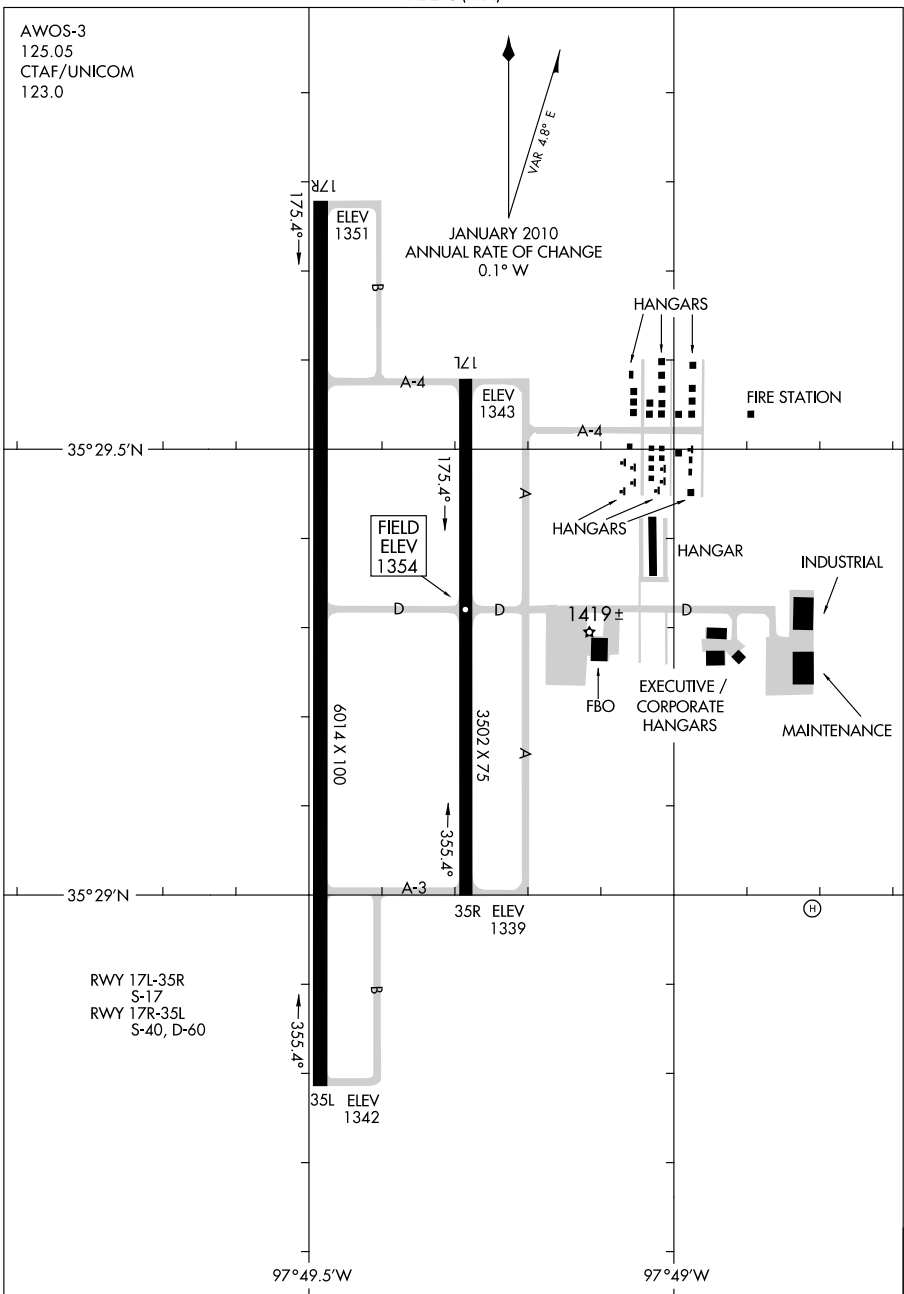
SC. 23 SEP 2010 to 18 NOV 2010

10210

# AIRPORT DIAGRAM

OKLAHOMA CITY/CLARENCE E. PAGE MUNI (RCE)  
AL-298 (FAA)

OKLAHOMA CITY, OKLAHOMA



# AIRPORT DIAGRAM

OKLAHOMA CITY, OKLAHOMA  
OKLAHOMA CITY/CLARENCE E. PAGE MUNI (RCE)

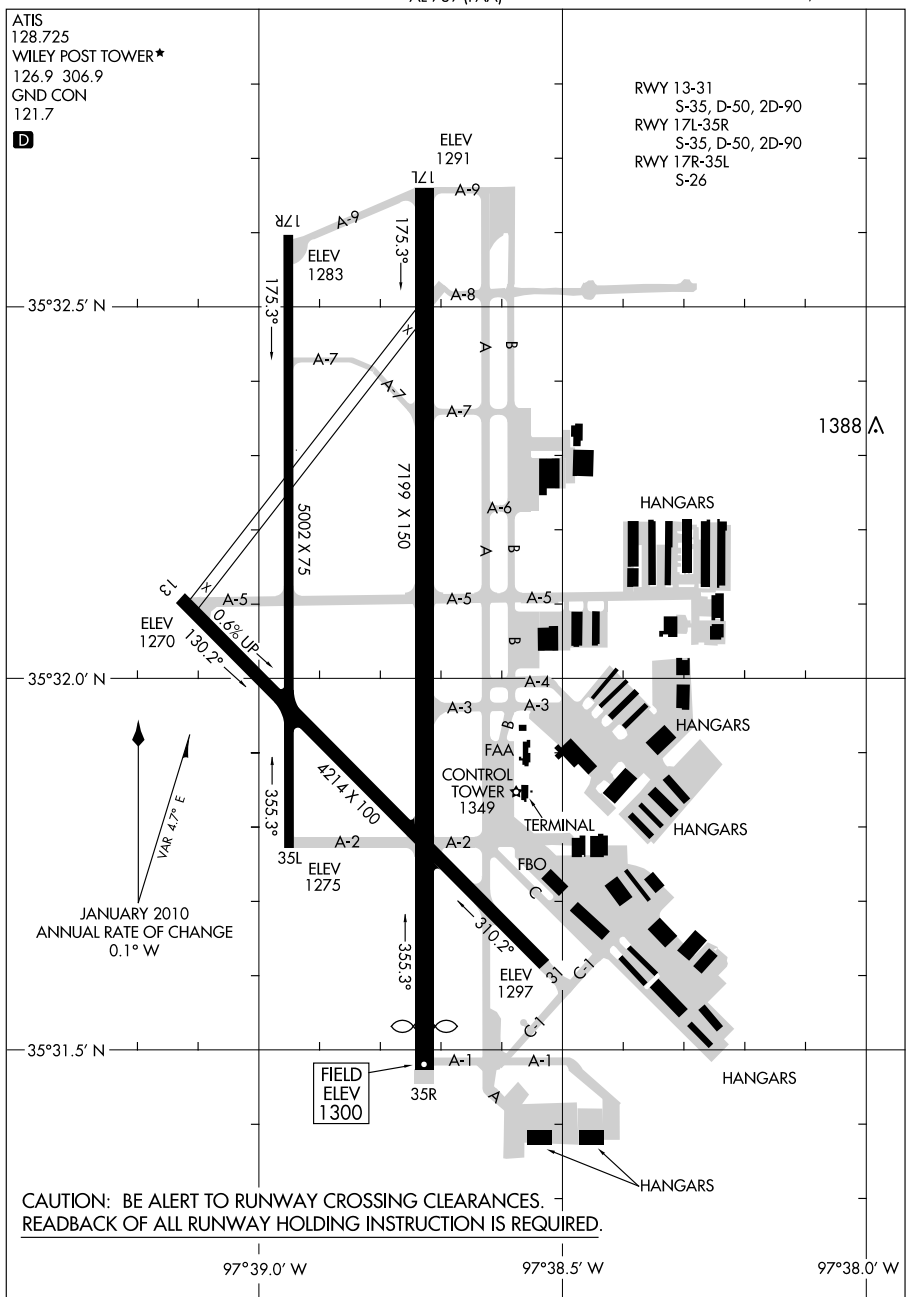
10210

10210

# AIRPORT DIAGRAM

AL-739 (FAA)

OKLAHOMA CITY/ WILEY POST (PWA)  
OKLAHOMA CITY, OKLAHOMA

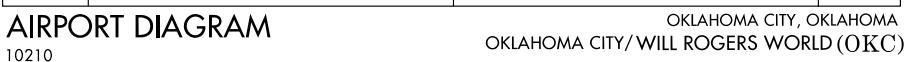


# AIRPORT DIAGRAM

10210

OKLAHOMA CITY, OKLAHOMA  
OKLAHOMA CITY/ WILEY POST (PWA)

OKLAHOMA CITY/WILL ROGERS WORLD (OKC)  
AL-301 (FAA) OKLAHOMA CITY, OKLAHOMA



SC, 23 SEP 2010 to 18 NOV 2010



09239

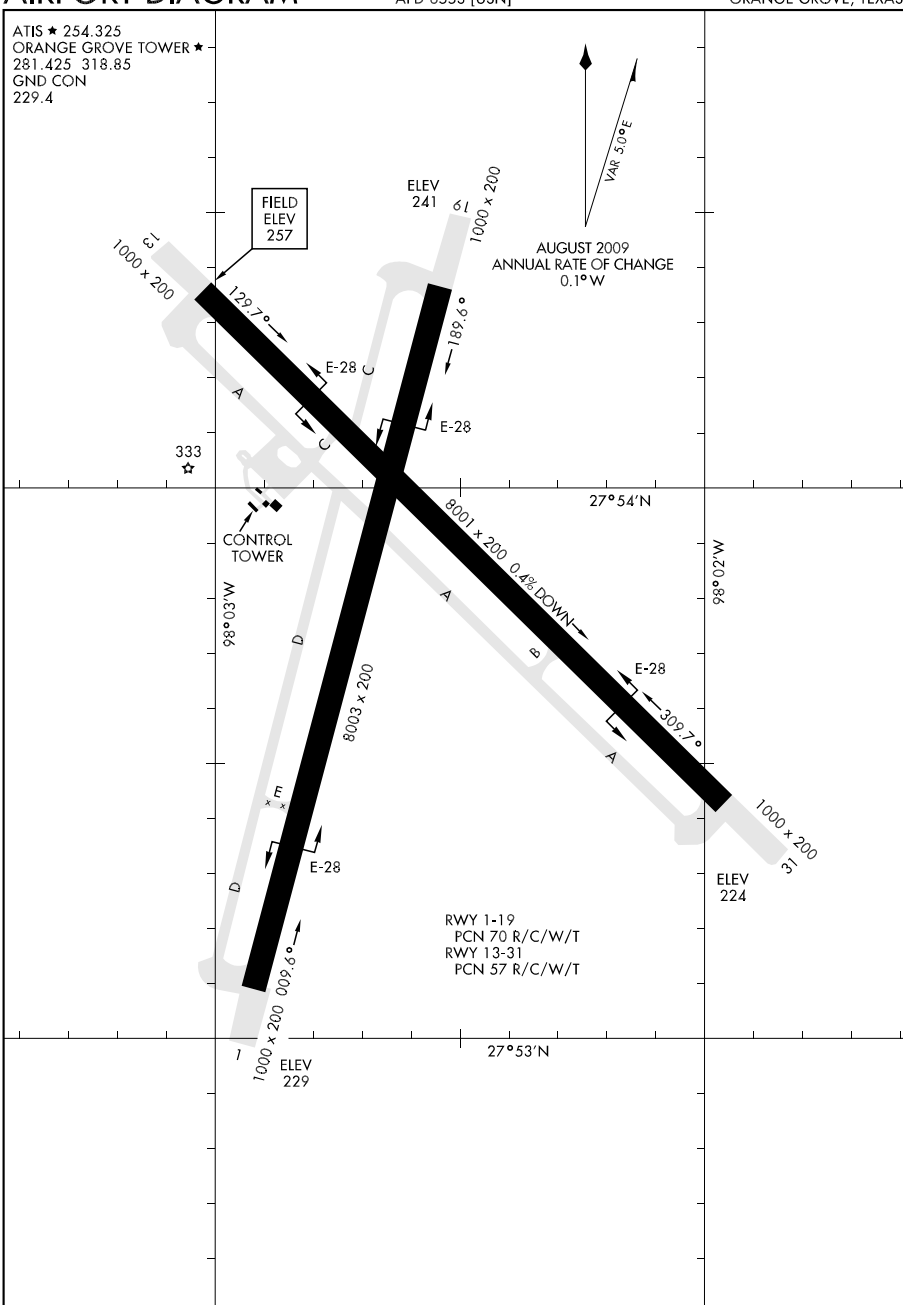
## AIRPORT DIAGRAM

AFD-6553 [USN]

ORANGE GROVE NALF (KNOG)

ORANGE GROVE, TEXAS

ATIS ★ 254.325  
 ORANGE GROVE TOWER ★  
 281.425 318.85  
 GND CON  
 229.4



## AIRPORT DIAGRAM

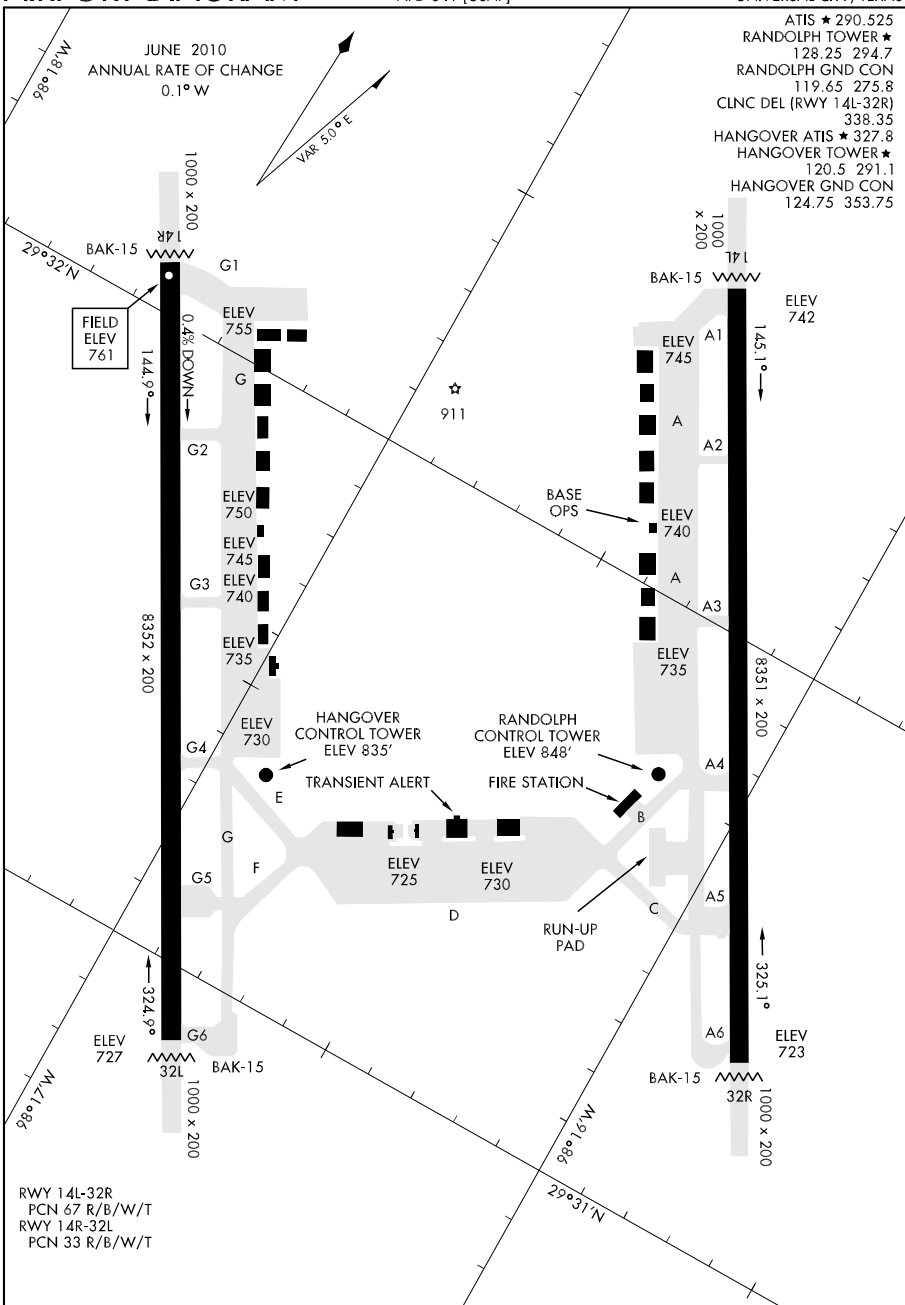
WGS-84 DATUM

ORANGE GROVE, TEXAS  
 ORANGE GROVE NALF (KNOG)

## AIRPORT DIAGRAM

UNIVERSAL CITY, TEXAS

AFD-341 [USAF]



# AIRPORT DIAGRAM

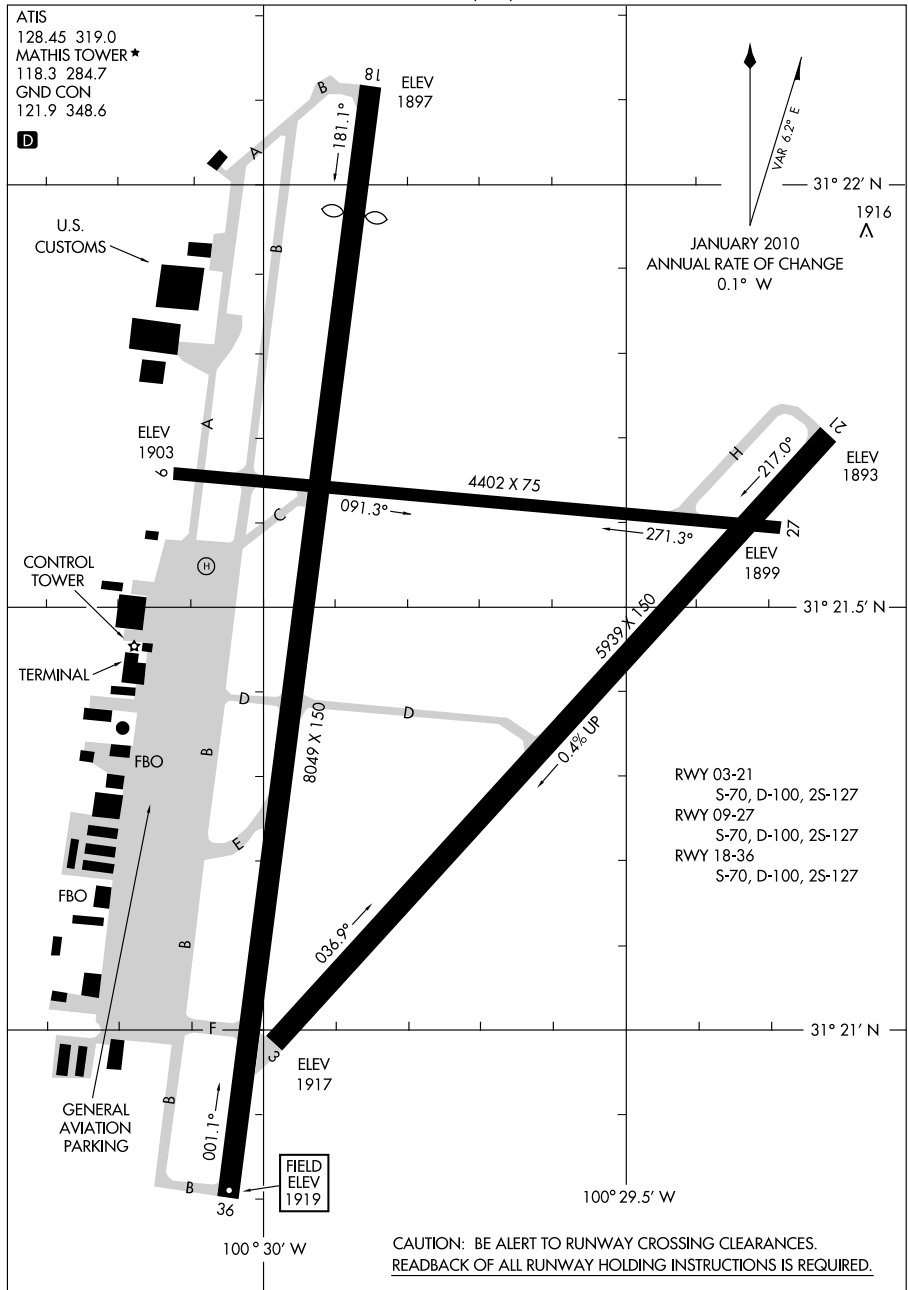
UNIVERSAL CITY, TEXAS  
RANDOLPH AFB (KRND)

SC, 23 SEP 2010 to 18 NOV 2010

10210

# AIRPORT DIAGRAM

SAN ANGELO RGNL/ MATHIS FIELD (SJT)  
AL-367 (FAA) SAN ANGELO, TEXAS



# AIRPORT DIAGRAM

SAN ANGELO, TEXAS  
SAN ANGELO RGNL/ MATHIS FIELD (SJT)

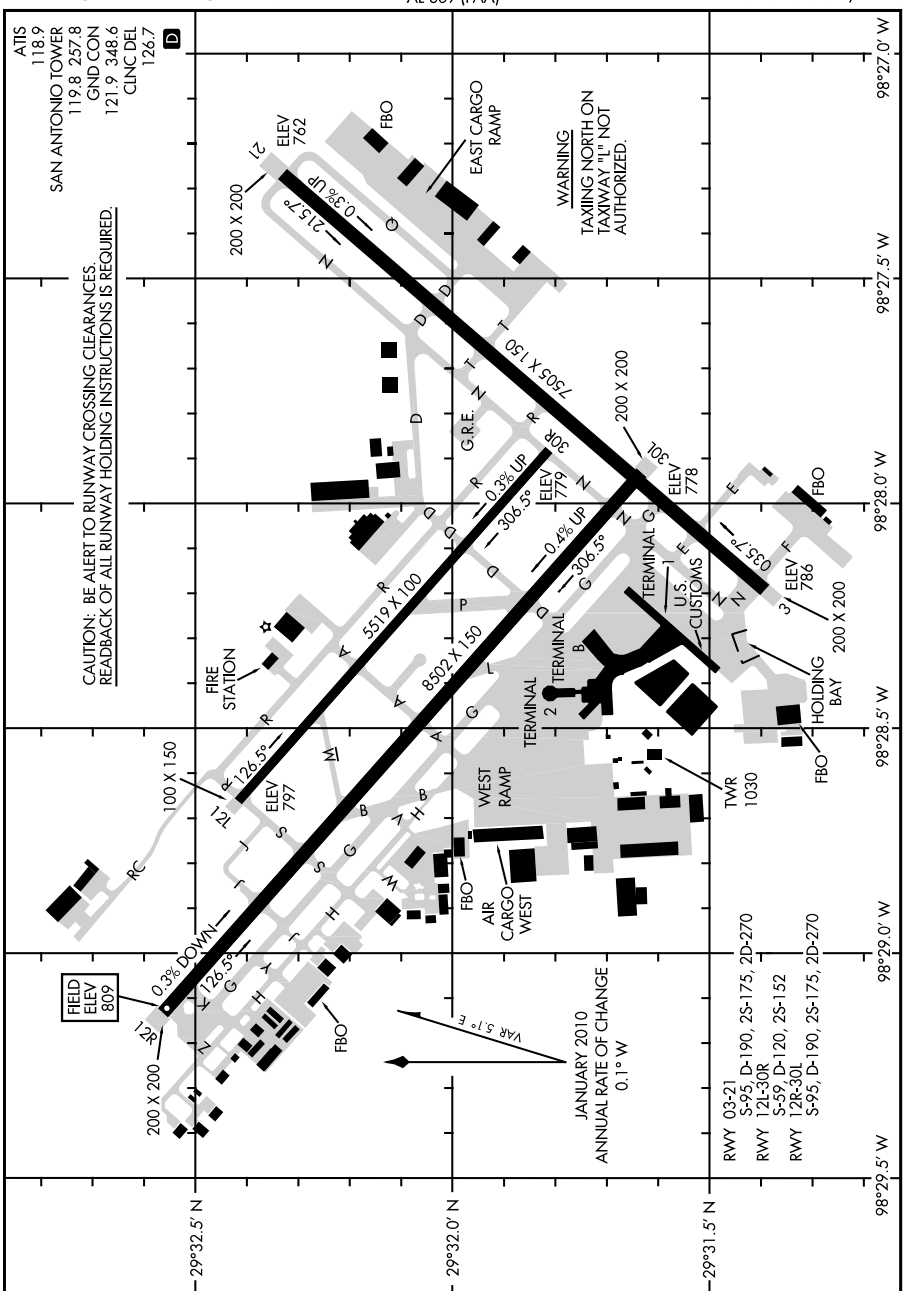
10210

10266

# AIRPORT DIAGRAM

AL-369 (FAA)

SAN ANTONIO INTL (SAT)  
SAN ANTONIO, TEXAS



# AIRPORT DIAGRAM

10266

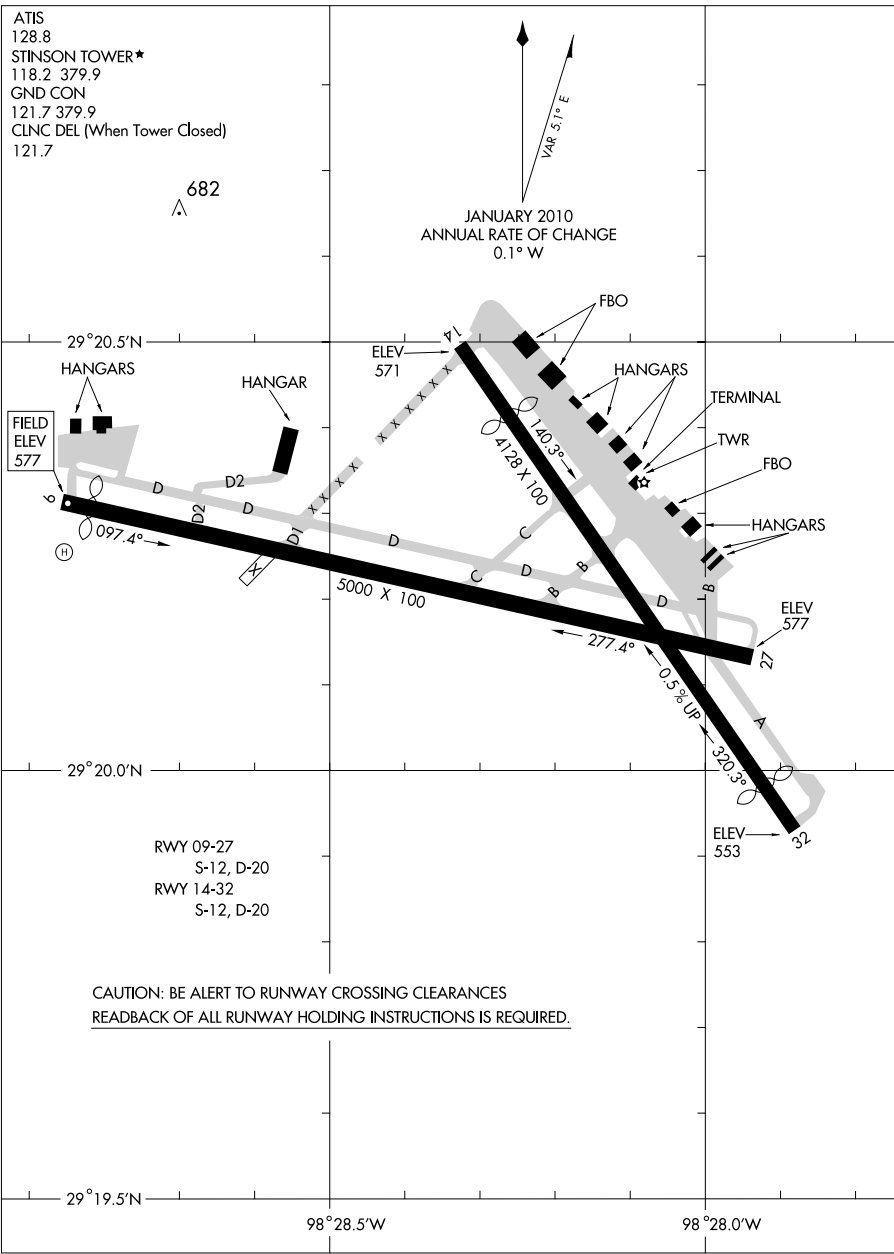
SAN ANTONIO, TEXAS  
SAN ANTONIO INTL (SAT)

AIRPORT DIAGRAM

SAN ANTONIO/ STINSON MUNI (SSF)

AL-372 (FAA)

SAN ANTONIO, TEXAS



AIRPORT DIAGRAM

SAN ANTONIO, TEXAS  
SAN ANTONIO/ STINSON MUNI (SSF)

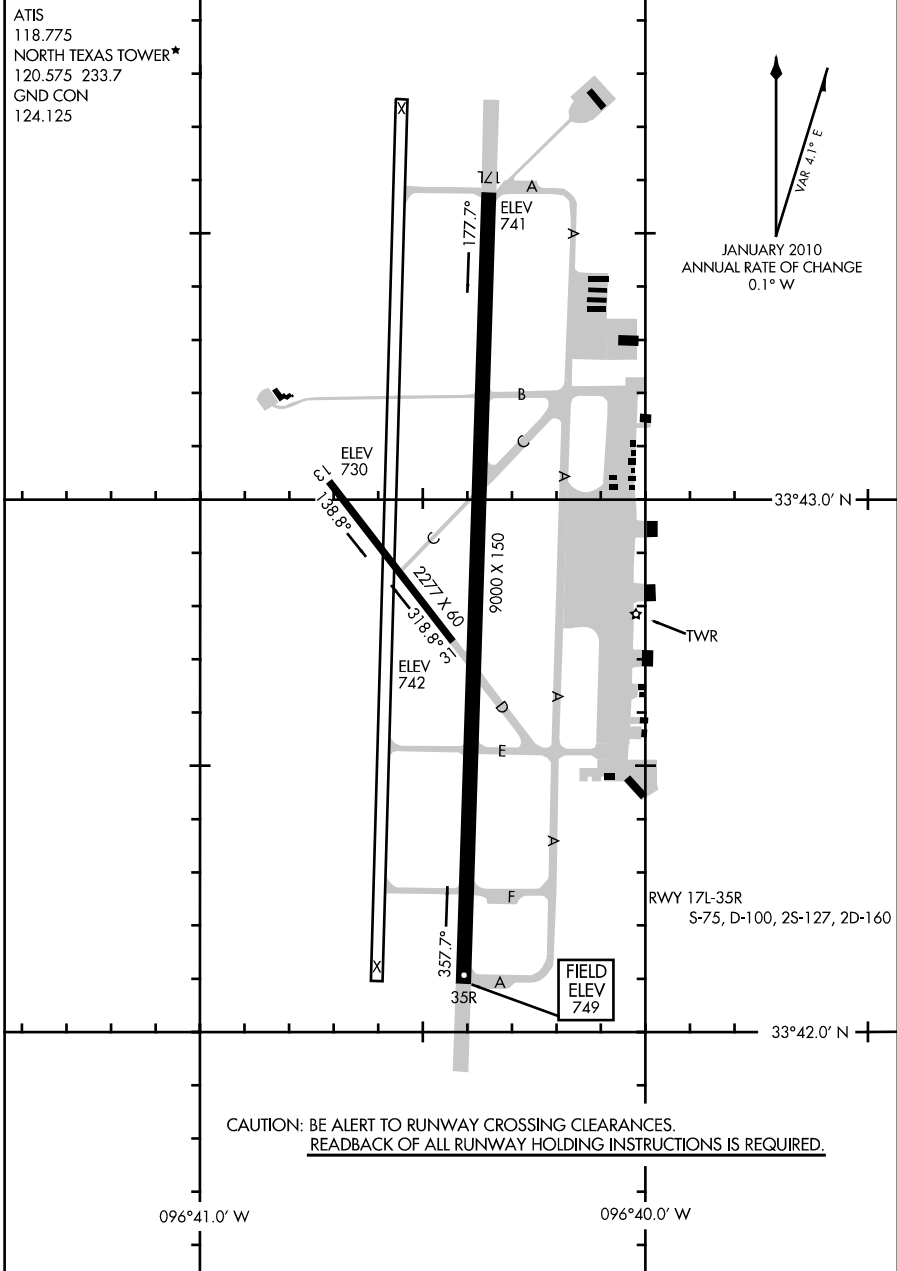
10210

SHERMAN/DENISON/NORTH TEXAS RGNL/PERRIN FIELD (G'YI)

AL-389 (FAA)

SHERMAN/DENISON, TEXAS

# AIRPORT DIAGRAM



# AIRPORT DIAGRAM

SHERMAN/DENISON, TEXAS

SHERMAN/DENISON/NORTH TEXAS RGNL/PERRIN FIELD (G'YI)

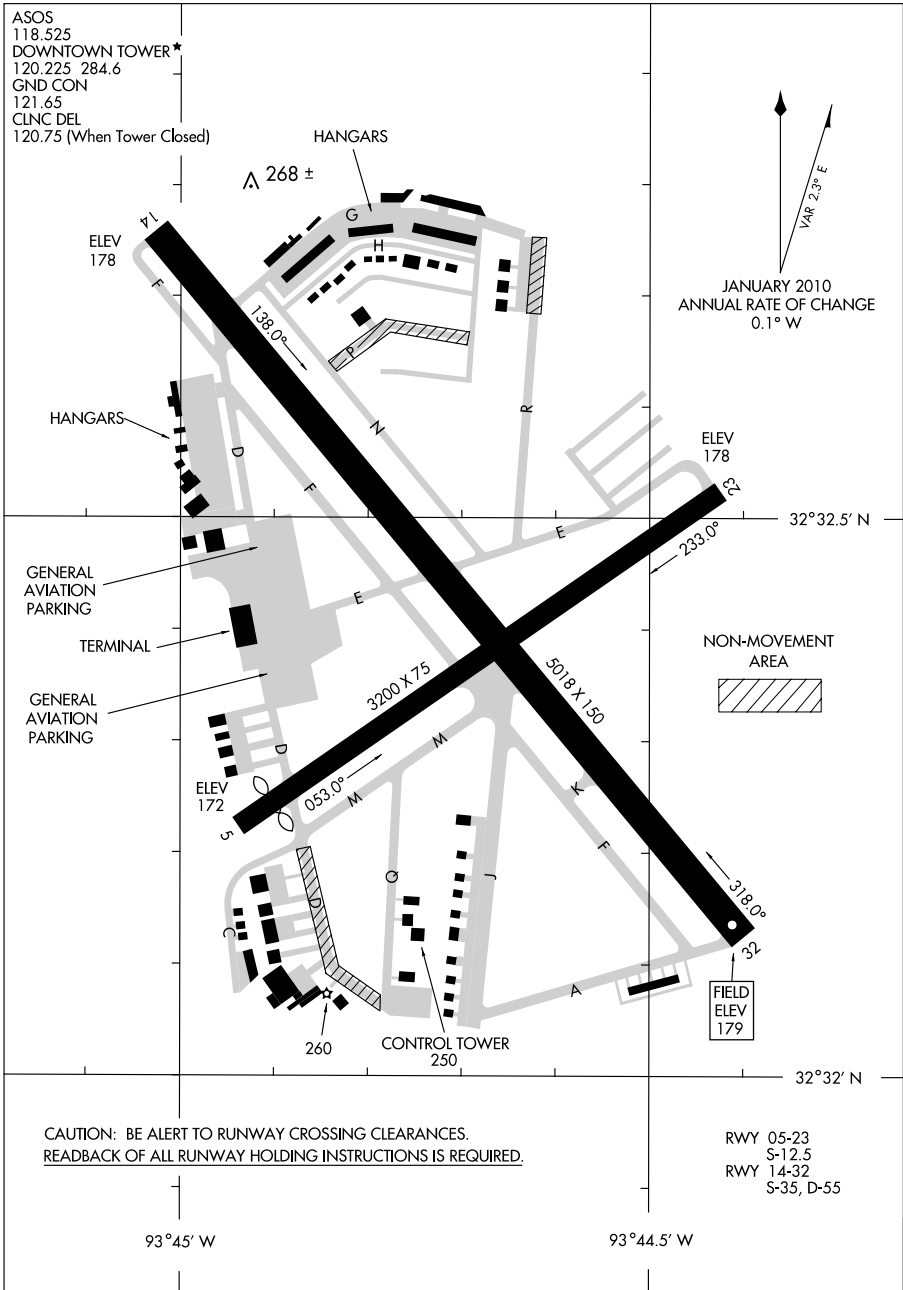
10210

SC. 23 SEP 2010 to 18 NOV 2010

10210

## AIRPORT DIAGRAM

AL-392 (FAA)

SHREVEPORT DOWNTOWN (DTN)  
SHREVEPORT, LOUISIANA

## AIRPORT DIAGRAM

10210

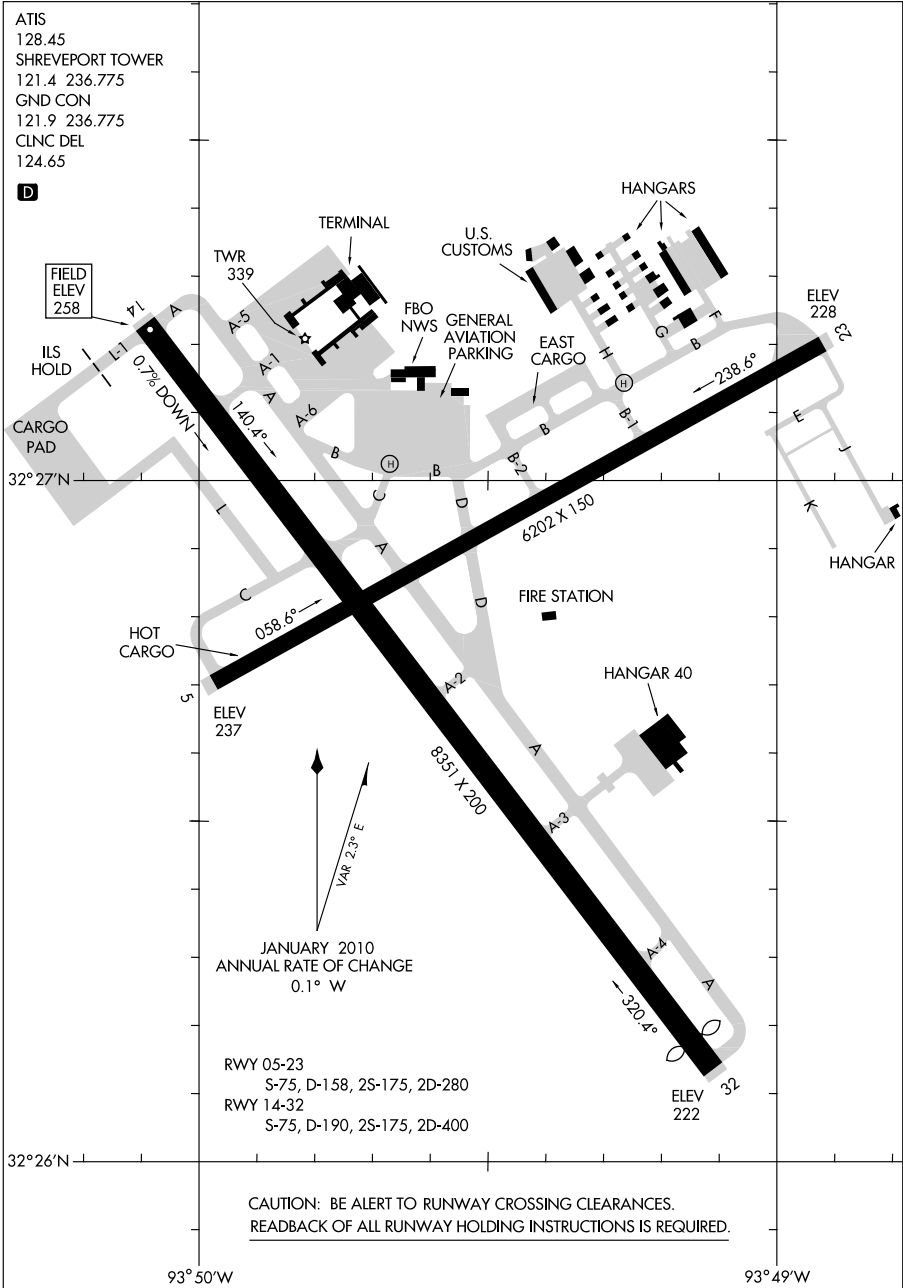
SHREVEPORT, LOUISIANA  
SHREVEPORT DOWNTOWN (DTN)

SC. 23 SEP 2010 to 18 NOV 2010

10210

## AIRPORT DIAGRAM

AL-884 (FAA)

SHREVEPORT RGNL (SHV)  
SHREVEPORT, LOUISIANA

## AIRPORT DIAGRAM

10210

SHREVEPORT, LOUISIANA  
SHREVEPORT RGNL (SHV)

SC. 23 SEP 2010 to 18 NOV 2010

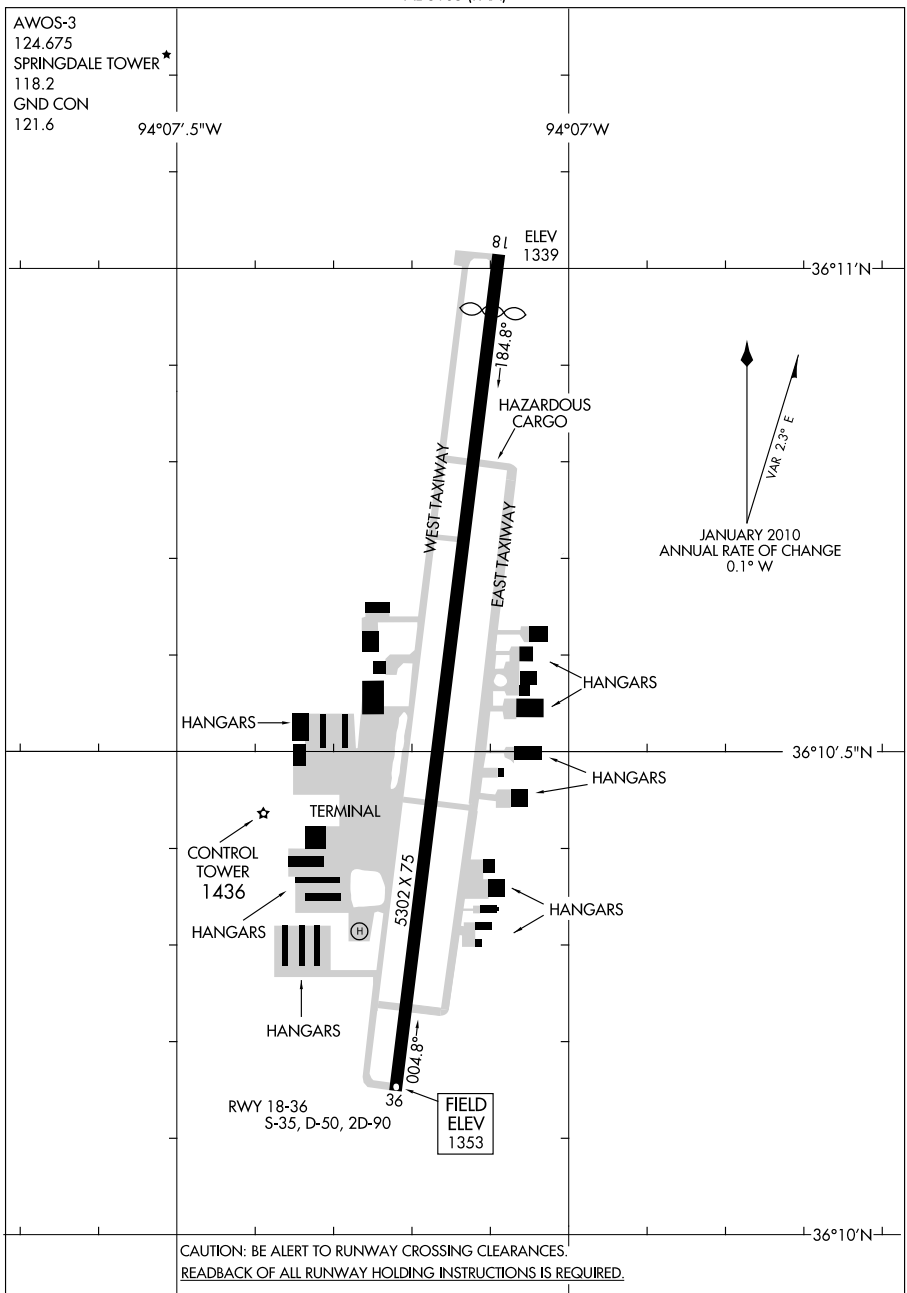


10210

## AIRPORT DIAGRAM

AL-5165 (FAA)

SPRINGDALE MUNI (ASG)  
SPRINGDALE, ARKANSAS



## AIRPORT DIAGRAM

10210

SPRINGDALE, ARKANSAS  
SPRINGDALE MUNI (ASG)

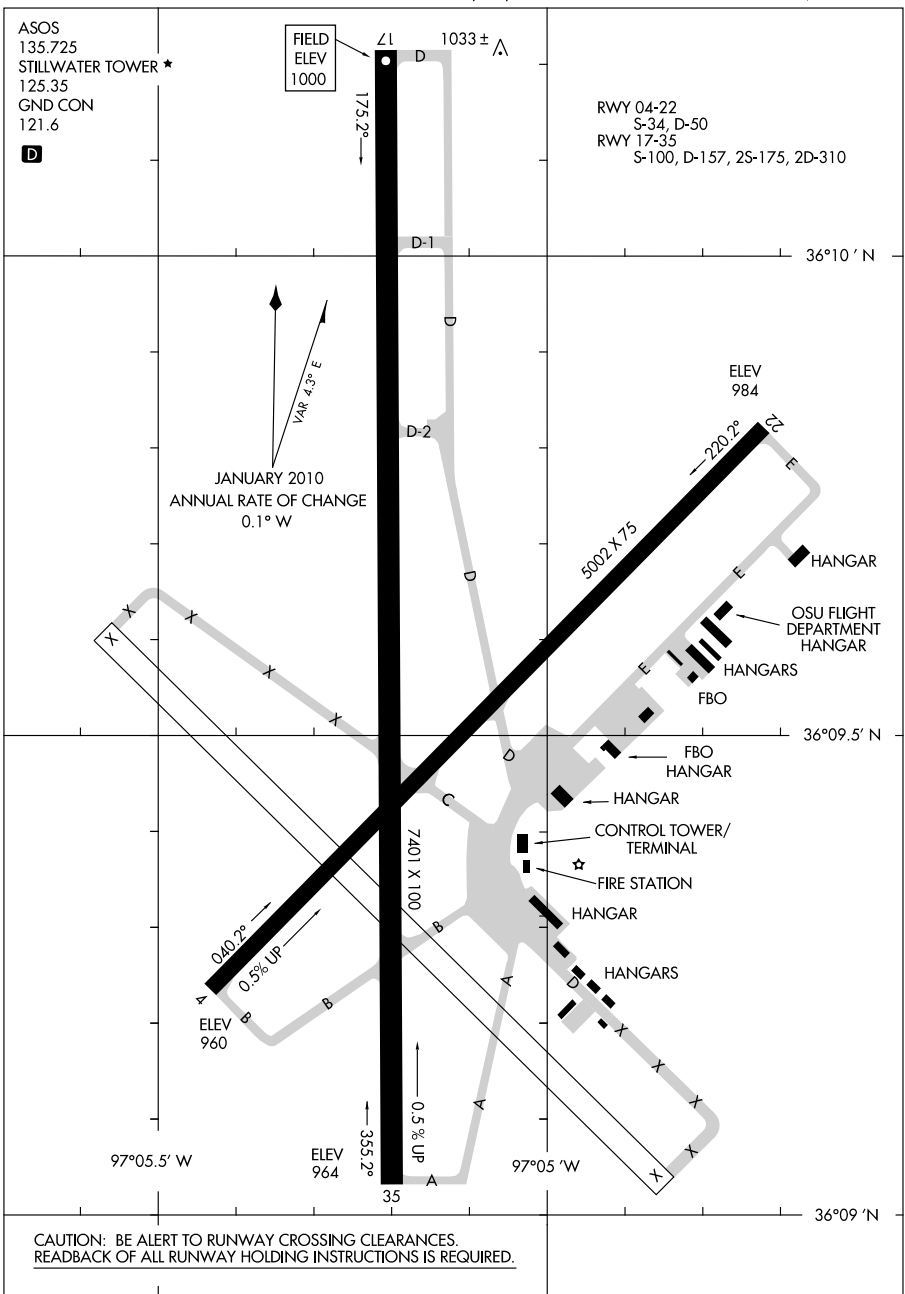
SC, 23 SEP 2010 to 18 NOV 2010

10210

# AIRPORT DIAGRAM

AL-5151 (FAA)

STILLWATER RGNL (SWO)  
STILLWATER, OKLAHOMA



# AIRPORT DIAGRAM

10210

STILLWATER, OKLAHOMA  
STILLWATER RGNL (SWO)

SC. 23 SEP 2010 to 18 NOV 2010

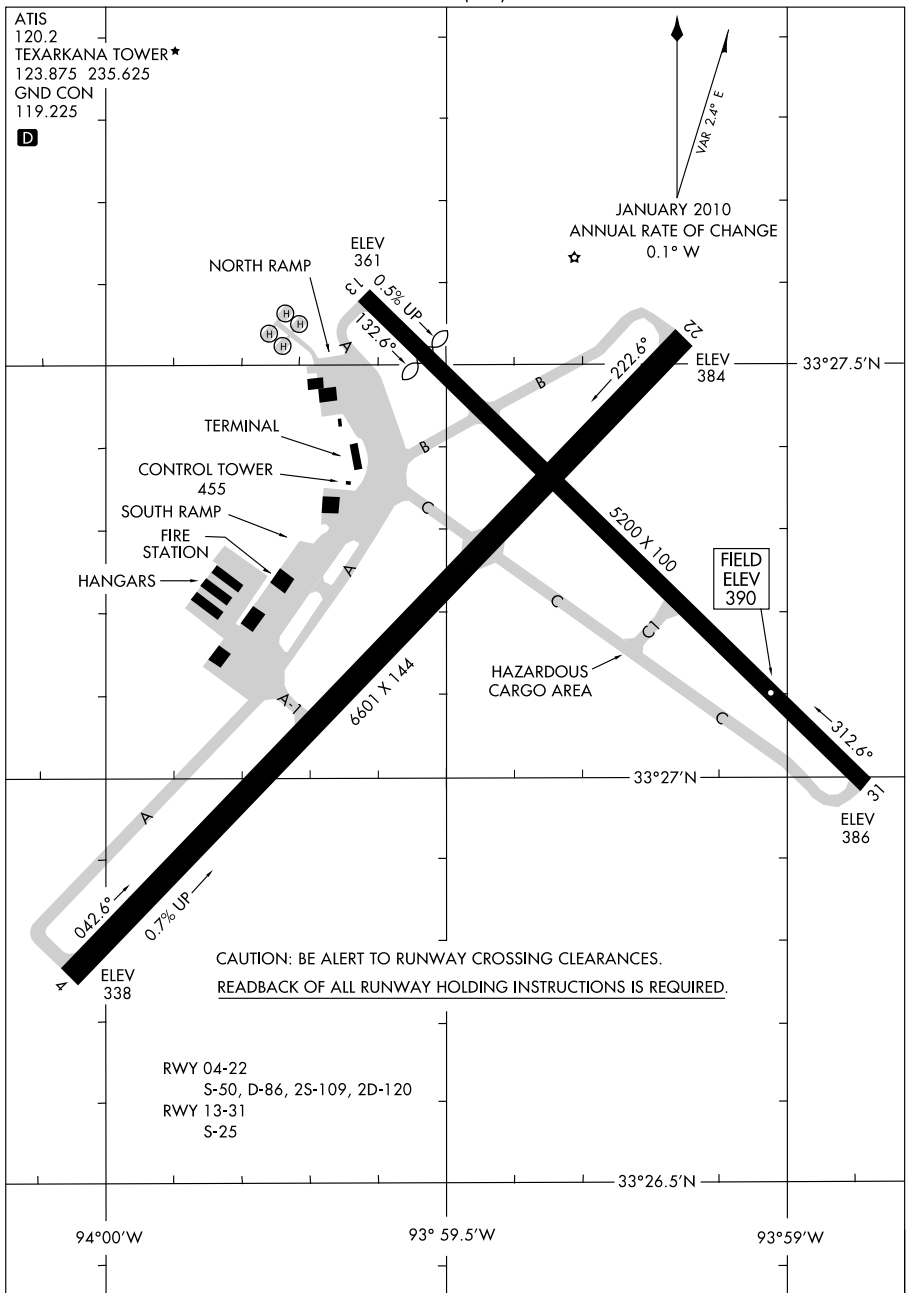
10210

# AIRPORT DIAGRAM

AL-420 (FAA)

TEXARKANA RGNL-WEBB FIELD (TXK)

TEXARKANA, ARKANSAS



# AIRPORT DIAGRAM

10210

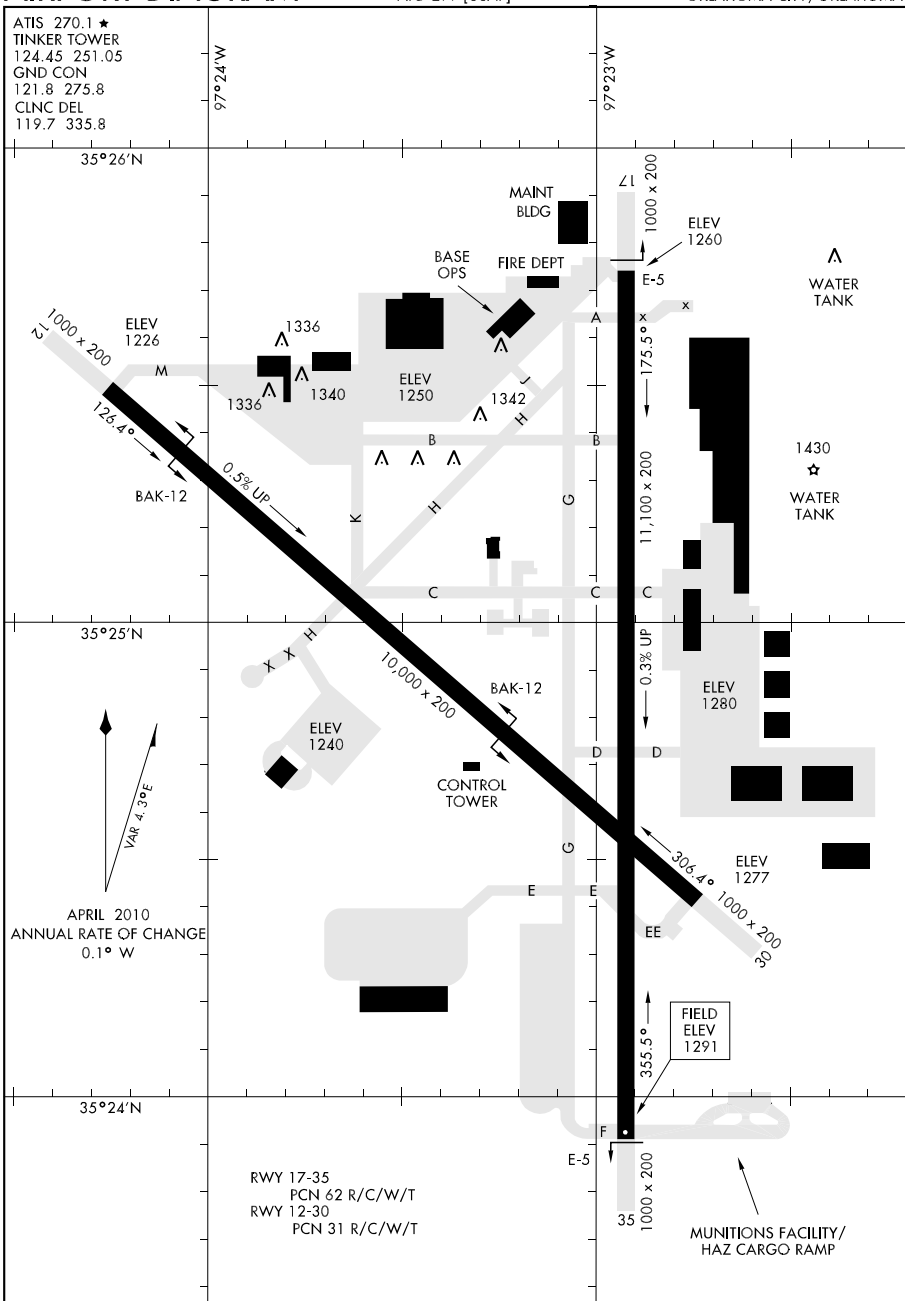
TEXARKANA, ARKANSAS

TEXARKANA RGNL-WEBB FIELD (TXK)

## AIRPORT DIAGRAM

TINKER AFB (KTIK)  
OKLAHOMA CITY, OKLAHOMA

AFD-299 [USAF]



## AIRPORT DIAGRAM

OKLAHOMA CITY, OKLAHOMA  
TINKER AFB (KTIK)

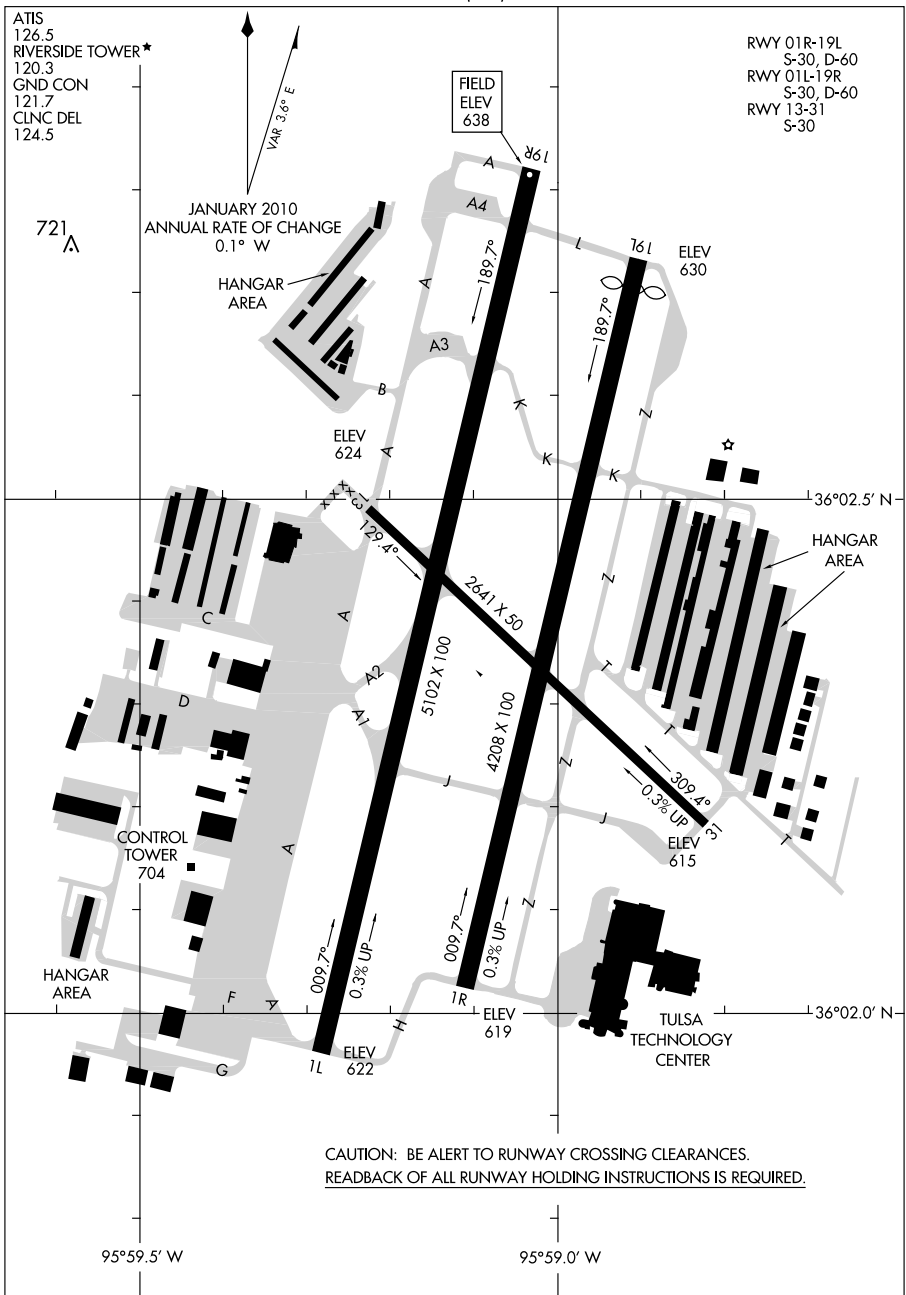
SC. 23 SEP 2010 to 18 NOV 2010

10210

# AIRPORT DIAGRAM

AL-5427 (FAA)

TULSA/ RICHARD LLOYD JONES JR. (RVS)  
TULSA, OKLAHOMA



# AIRPORT DIAGRAM

10210

TULSA, OKLAHOMA  
TULSA/ RICHARD LLOYD JONES JR. (RVS)

SC. 23 SEP 2010 to 18 NOV 2010

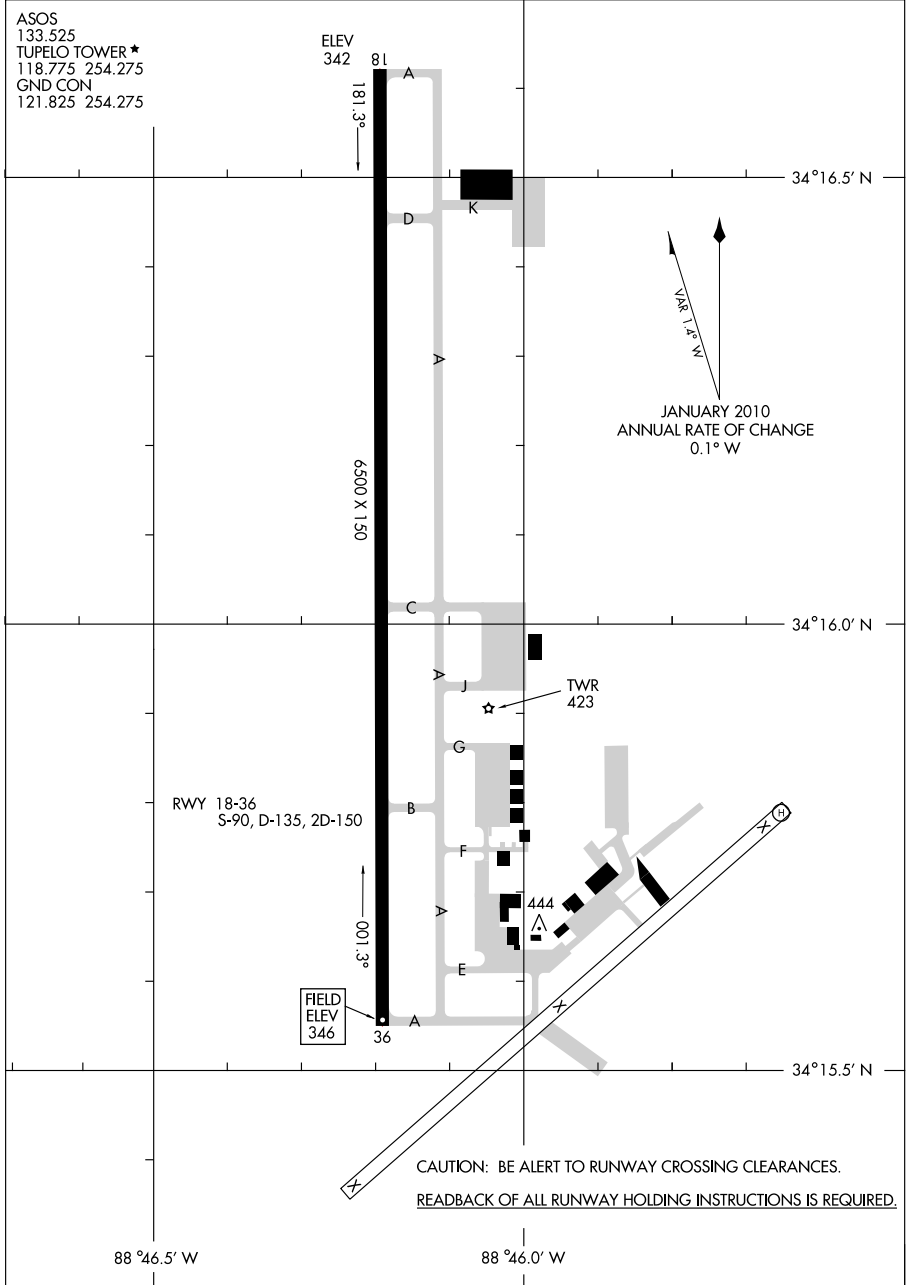


10210

# AIRPORT DIAGRAM

AL-854 (FAA)

TUPELO RGNL (TUP)  
TUPELO, MISSISSIPPI



# AIRPORT DIAGRAM

10210

TUPELO, MISSISSIPPI  
TUPELO RGNL (TUP)

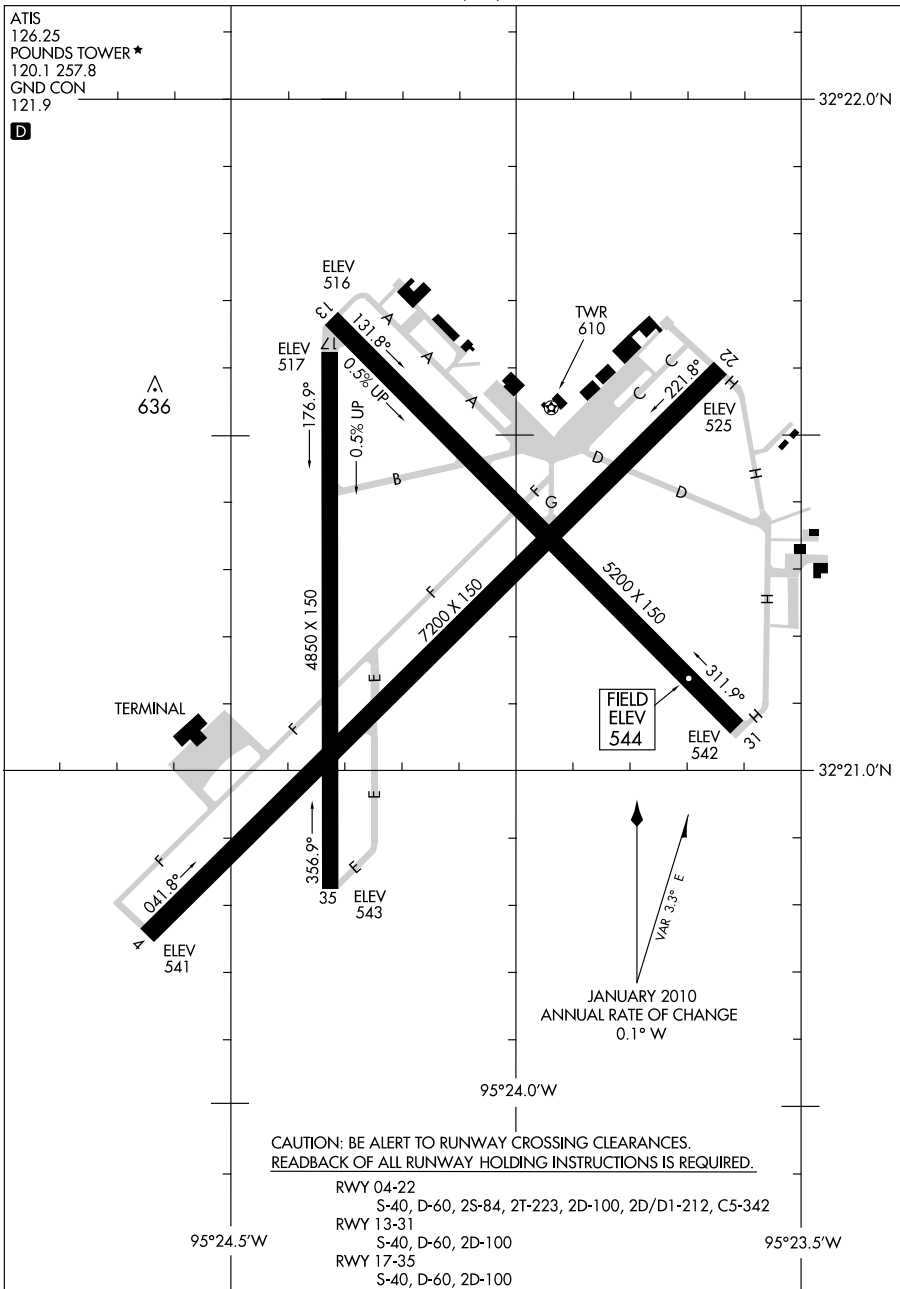
10210

## AIRPORT DIAGRAM

AL-622 (FAA)

TYLER POUNDS RGNL (TYR)

TYLER, TEXAS



## AIRPORT DIAGRAM

10210

TYLER, TEXAS

TYLER POUNDS RGNL (TYR)

SC. 23 SEP 2010 to 18 NOV 2010



10154

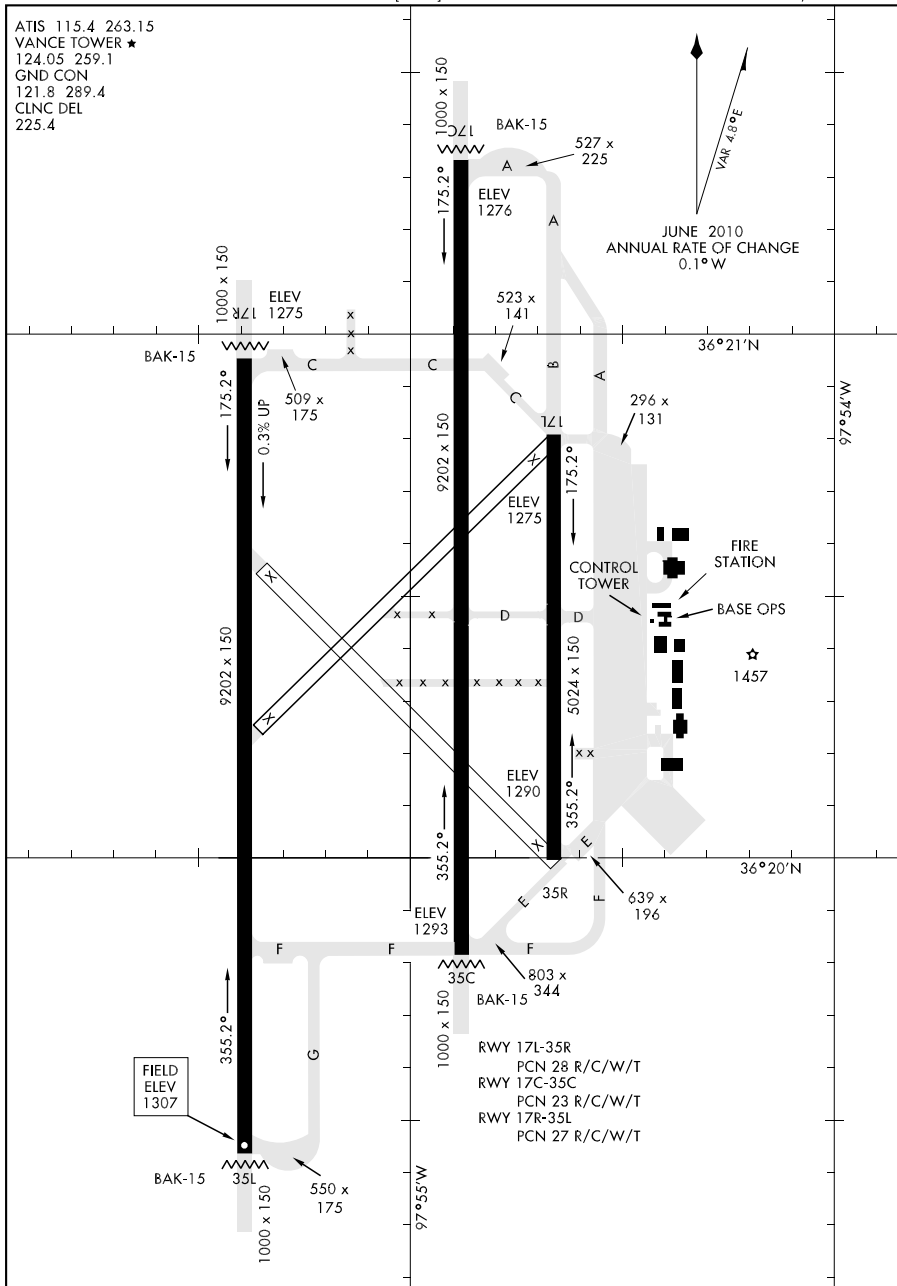
# AIRPORT DIAGRAM

[USAF] AFD-135

VANCE AFB (KEND)

ENID, OKLAHOMA

ATIS 115.4 263.15  
VANCE TOWER ★  
124.05 259.1  
GND CON  
121.8 289.4  
CLNC DEL  
225.4



# AIRPORT DIAGRAM

ENID, OKLAHOMA

VANCE AFB (KEND)

10210

## AIRPORT DIAGRAM

AL-579 (FAA)

WACO/TSTC WACO (CNW)  
WACO, TEXAS

AWOS-3

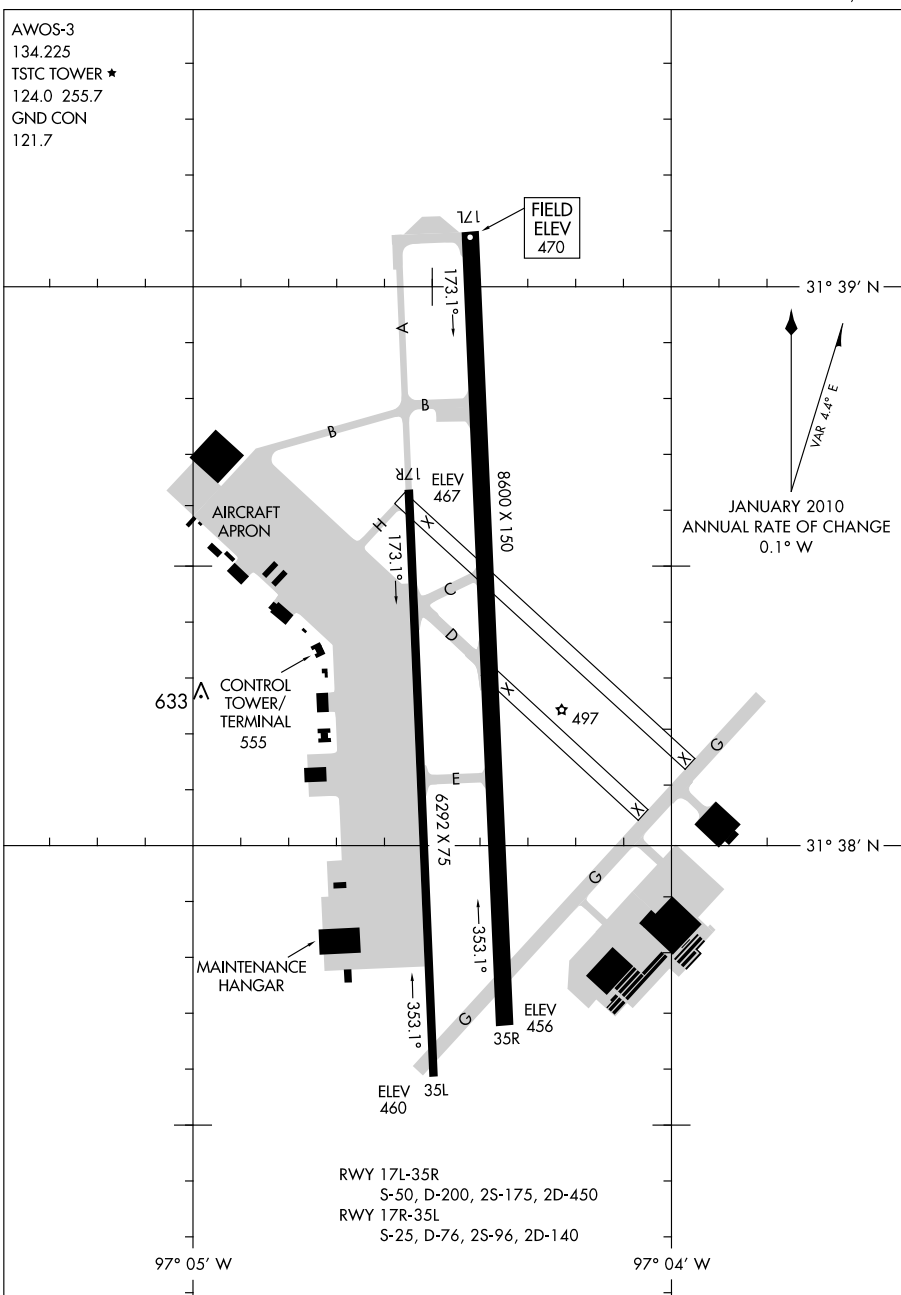
134.225

TSTC TOWER ★

124.0 255.7

GND CON

121.7



## AIRPORT DIAGRAM

10210

WACO, TEXAS  
WACO/TSTC WACO (CNW)

SC. 23 SEP 2010 to 18 NOV 2010

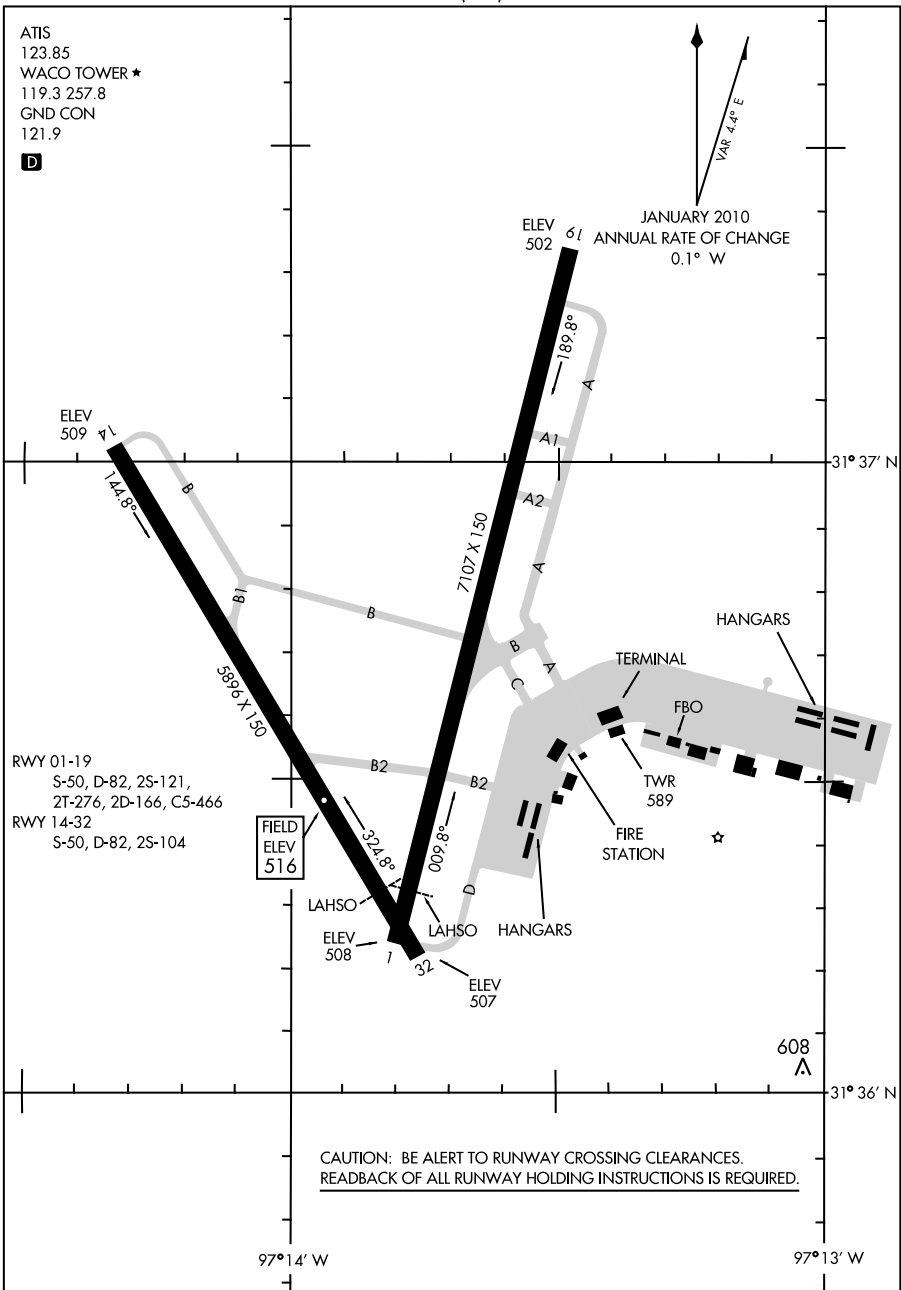
# AIRPORT DIAGRAM

AL-439 (FAA)

WACO RGNL (ACT)  
WACO, TEXAS

ATIS  
123.85  
WACO TOWER ★  
119.3 257.8  
GND CON  
121.9

D



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

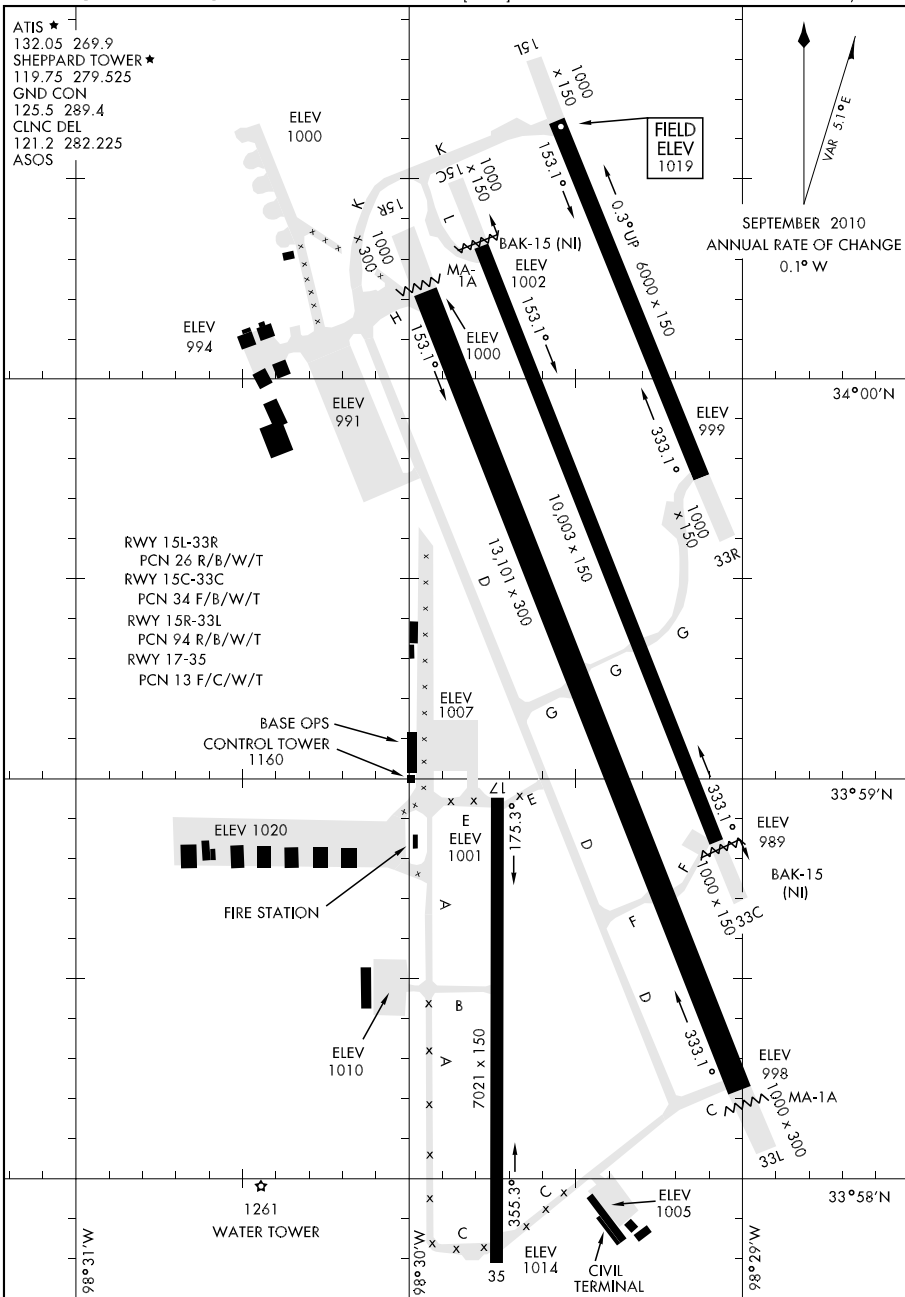
# AIRPORT DIAGRAM

WACO, TEXAS  
WACO RGNL (ACT)

## AIRPORT DIAGRAM

AFD-454 [USAF]

WICHITA FALLS, TEXAS



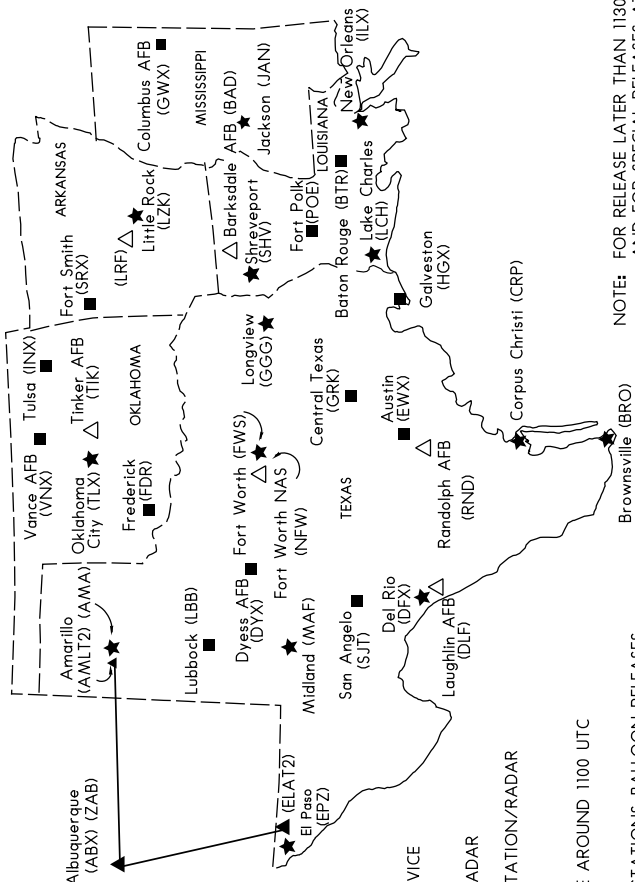
# AIRPORT DIAGRAM

WICHITA FALLS, TEXAS

WICHITA FALLS/SHEPPARD AFB/WICHITA FALLS MUNI (KSPS)

SC. 23 SEP 2010 to 18 NOV 2010

NATIONAL WEATHER SERVICE (NWS)  
UPPER AIR OBSERVING STATIONS (UAOS)  
AND  
WEATHER RADAR NETWORK



LEGEND

- △ AVIATION WEATHER SERVICE (MILITARY)
- ▲ AIR TRAFFIC CONTROL RADAR
- ★ UPPER AIR OBSERVING STATION/RADAR
- RADAR ONLY
- UAOS-BALLOON RELEASE AROUND 1100 UTC AND 2300 UTC DAILY
- OTHER NWS UPPER AIR STATIONS-BALLOON RELEASES TIMES ARE FLEXIBLE BUT GENERALLY AROUND SUNRISE AND/OR EARLY AFTERNOON

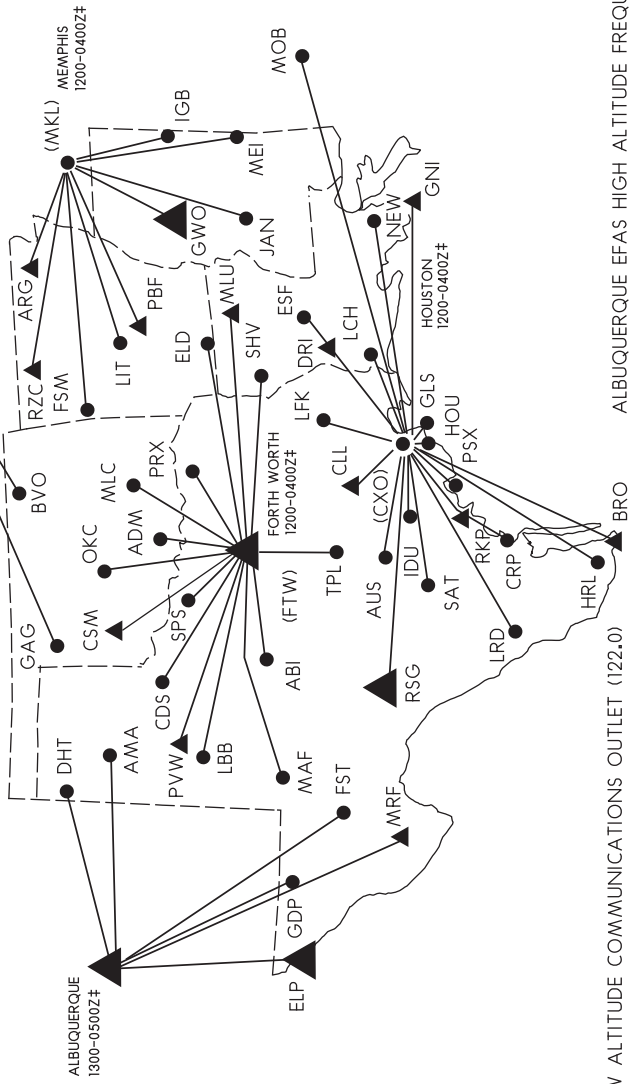
NOTE: FOR RELEASE LATER THAN 1130 UTC AND 2330 UTC, AND FOR SPECIAL RELEASES AT OTHER THAN THE SCHEDULED HOURS, AN AERONAUTICAL INFORMATION MESSAGE WILL BE FILED.

# ENROUTE FLIGHT ADVISORY SERVICE (EFAS)

See Aeronautical Information Manual (AIM) for available services

(COU)

KANSAS CITY  
1200-0400Z†



● LOW ALTITUDE COMMUNICATIONS OUTLET (122.0)

▲ HIGH ALTITUDE COMMUNICATIONS OUTLET

▲ BOTH LOW AND HIGH ALTITUDE COMMUNICATIONS OUTLET

ALBUQUERQUE EFAS HIGH ALTITUDE FREQUENCY 127.625  
FORT WORTH EFAS HIGH ALTITUDE FREQUENCY 133.775  
HOUSTON EFAS HIGH ALTITUDE FREQUENCY 126.625  
MEMPHIS EFAS HIGH ALTITUDE FREQUENCY 133.675